The Hong Kong Daily Press.

No. 5245 第五千二百四十五號 同治甲戌年七月廿八日 HONGKONG, TUESDAY, 8TH SEPTEMBER, 1874. 禮拜二 英九月八號 香港 [PRICE $2½ PER MONTH.

Arrivals.

Sept. 7, H.I.C.M. gun-boat *An-lan*, 221, J. Godsil, Canton 6th September.
Sept. 7, *Leonor*, Span. str., 393, Echanique, Manila 2nd September, General.—D. Lapraik & Co.
Sept. 7, *Amazone*, French steamer, 1,907, Pointel, Marseilles August 2nd, Naples 4th, Port Said 9th, Suez 10th, Aden 15th, Galle 24th, Singapore 30th, and Saigon 3rd September, General.—Messageries Maritimes.

Departures.

Sept. 7, *Consolation*, str., for Canton.
Sept. 7, *Iserne*, for Hamburg.
Sept. 7, *Papa*, for Macao.
Sept. 7, *Lucky*, for Chefoo.
Sept. 7, *Han-yang*, str., for Canton.
Sept. 7, *Douglas*, str., for East Coast.
Sept. 7, *Charles Albert*, str., for Yokohama.
Sept. 7, *Olympia*, str., for Shanghai.

Clearances.

AT THE HARBOUR MASTER'S OFFICE, SEPTEMBER 7TH.
Charles Albert, str., for Yokohama.
Olympia, str., for Shanghai.
Douglas, str., for East Coast.
Hailoong, str., for Takao and Tamsui.

Passengers.

ARRIVED.
Per *Leonor*, str., from Manila:—Messrs. G. Weldon, John Riach, and E. G. Osgood; and 100 Chinese.
Per *Amazone*, str., from Marseilles, &c.:—For Hongkong.—Mr. and Mrs. Bowdle, Sister Candide, Rev. R. L. Codit, Messrs. Ringer, and Carlisle, and 16 Chinese. For Shanghai.—Revds. Romme, Moe, Pasquer, Dourian, Larelon, Bonnet, Chaussbonded, Fouques, Verrasse, Brouard, and Dangzy, Messrs. McLeod, M. Pignate, D. Nacur, Odam, Belanger, Footey, Sicord, and Bougon, and 16 Marines. For Yokohama.—Messrs. Maillet, Mourrier, Bartiam, Fontaguac, Charolet, Bourrier, Fosse, Martinelli, Orcellasi, Michele, Bresciani, M. Rognoli, Arnessan, Betty, Richard, and Le Breton, and 18 Marines.

DEPARTED.
Per *Douglas*, str., for East Coast:—2 Cabin and 50 Chinese.

TO DEPART.
Per *Hailoong*, str., for Takao and Tamsui:—250 Chinese.

Reports.

The Spanish steamship *Leonor* reports left Manila on 2nd September. Had fresh gale after leaving until at 3 a.m. on the 4th, when encountered a severe typhoon, lasting 24 hours, carrying away in the heavy seas which continually swept the decks, everything before it. One sea shipped on the starboard side and carried away all the rail stanchions, a large boat in strong iron davits, completely smashing the davits and other iron work in the sources, and snapping one davit completely in two. Another heavy sea came on board, smashing the cabin windows, breaking up a strong steam winch, and filling the cabin with water, and for 15 hours the cabin was completely flooded. Another sea shipped on the port side, carrying away the fore davits and boat, smashing up all iron work attached to the davits and breaking them into pieces, tearing bolts up from the decks and doing considerable damage to wood work. During the gale the seas also carried away the iron ventilators, causing the water to go down amongst the passengers and into the engine room, nearly putting out the fires. Four Chinese died on the passage.

MANILA SHIPPING.
ARRIVALS.
August 20th, str. Buenaventura from Liverpool, &c.; 22nd, str. Formosa from Amoy and Hongkong; 23rd, str. Paragua from Singapore; 24th, Spanish man-of-war Carmen from Cadiz, &c.; 26th, str. Emuy from Hongkong, str. Leonor from Amoy and Hongkong; 30th, Kassa from Newcastle; 31st, str. Pasay from Marianas Island.

DEPARTURES.
August 18th, str. Yuen-tze-foo for Hongkong; 19th, str. Mariveles for Singapore; 22nd, Mathilde for Hongkong; 23rd, Coquette for Hongkong; 27th, Annie for London; 28th, Gazelle for Hongkong; 29th, Verena for London; 30th, str. Formosa for Hongkong; 31st, Spanish man-of-war Santa Lucia for Hongkong.

Vessels that have arrived in Europe from Ports in China, Japan and Manila.
(Per last Mail's Advice.)

Vessels.	From.	Date of Arrival.
Cawdor Castle (s)	Hankow	July 25
Antrora (s)	Manila	July 25
Canadienne	Manila	July 25
Nizam (s)	China Ports	July 28
Gancho	Yokohama	July 29
Braemar Castle (s)	Foochow	July 31

Vessels expected at Hongkong.
(Corrected to Date.)

Vessel's Name.	From.	Date.
Deogaum	Cardiff	Jan. 15
Alejandro	New York	Feb. 10
Frances	Shields	Feb. 19
Arracan	London	Mch. 8
Cleopatra	Penarth	April 8
North American	Liverpool	April 20
Sir Harry Parkes	London	May 10
W. G. Platten	Cardiff	May 12
Frederick Tudor	Cardiff	May 29
Eugenio	Cardiff	June 2
Hopewell	London	June 4
Kinfauns Castle	London	June 13
Carmijah	Swansea	June 13
Marina	Penarth	June 18
Stefano	Penarth	June 20
Lord Macaulay	Liverpool	June 23
Beemah	London	June 24
Canton	Penarth	June 26
Hamilton	Cardiff	June 29
Chinaman	London	July 10
Brema	London	July 10
Fontenaye	London	July 13
Game Cock	New York	July 15
Harriette Seba	Hamburg	July 17
Paris (s)	London	July 18
Antenor (s)	Liverpool	July 25
Hankow (s)	London	July 27
Glenartney (s)	London	July 31

Auction Sales To-day.

J. M. ARMSTRONG,
At 11 A.M.
Stock-in-Trade, Household Furniture, &c.

JOHN SKINKER, SAN FRANCISCO, CALIFORNIA.

Sole Agent on the Pacific Coast for Winchester Repeating Arms and Ammunition; Du Pont's Blasting and Sporting Powder; Lake Superior and Pacific Fuse Company's Safety Fuse. [1y 925 June 15

THE Undersigned have been appointed Sole Agents for the Sale of their Goods in Hongkong and China by Messrs. J. & R. TENNENT, Glasgow, and Messrs. DAVID CORSAR & SONS, Arbroath.
ARNHOLD, KARBERG & Co.
tf 419 Hongkong, January, 1867.

THE TOURIST'S GUIDE—REDUCED PRICE $1.
Containing the names of all the Articles of Trade, objects of Natural History, Furniture, &c., &c., with the Punti, and Mandarin Pronunciation.
Also a few copies of the GRAMMAR of the Chinese Language, in two Parts.
The Daily Press Office.

Banks.

HONGKONG & SHANGHAI BANKING CORPORATION.
PAID-UP CAPITAL......5,000,000 of Dollars.
RESERVE FUND.......... 775,000 of Dollars.

Court of Directors:—
Chairman—W. H. FORBES, Esq.
Deputy Chairman—The Hon. R. ROWETT.
Ad. André, Esq. — H. Hoppius, Esq.
E. R. Belilios, Esq. — Thos. Pyke, Esq.
J. F. Cordes, Esq. — S. D. Sassoon, Esq.
A. F. Heard, Esq.

Chief Manager.
Hongkong—James Greig, Esq.
Manager.
Shanghai—Ewen Cameron, Esq.
London Bankers—London and County Bank.

HONGKONG.
INTEREST ALLOWED.
On Current Deposit Account at the rate of 1 per cent. per annum on the daily balance.
On Fixed Deposits:—
For 3 months 2 per cent. per annum.
" 6 " 4 "
" 12 " 5 "
LOCAL BILLS DISCOUNTED.
Credits—granted on approved Securities, and every description of Banking and Exchange business transacted.
Drafts—granted on London, and the chief commercial places in Europe, India, Australia, America, China and Japan.
JAMES GREIG, *Chief Manager.*
Offices of the Corporation,
No. 1, Queen's Road East,
Hongkong, 8th August, 1874.

THE QUEENSLAND NATIONAL BANK, LIMITED.
Incorporated under the Companies Act, 1863.

CAPITAL, £500,000.

HEAD OFFICE, BRISBANE.
DIRECTORS:
HON. F. H. HART, M.L.C., Chairman.
HON. A. B. BUCHANAN, M.L.C.
HON. THOS. M'ILWRAITH, M.L.A.
AUDITORS:
FREDERICK ORME DARVALL, Esq.
W. F. DIGBY, Esq.
GENERAL MANAGER:
E. R. DRURY.
BRANCHES:
BEENLEIGH.
CHARTERS TOWERS.
COOKTOWN.
GYMPIE.
MARYBOROUGH.
MILLCHESTER.
ROCKHAMPTON.
ROMA.
STANTHORPE.
TOOWOOMBA.
TOWNSVILLE.
AGENTS IN LONDON:
THE UNION BANK OF LONDON.
THE NATIONAL BANK OF AUSTRALASIA.
AGENTS IN NEW SOUTH WALES:
THE CITY BANK.
THE MERCANTILE BANK OF SYDNEY.
AGENTS IN VICTORIA, SOUTH AUSTRALIA, AND WESTERN AUSTRALIA.
THE NATIONAL BANK OF AUSTRALASIA.
AGENTS IN NEW ZEALAND:
THE BANK OF NEW ZEALAND.
AGENTS IN NEW YORK:
MESSRS. LAIDLAW & CO.
AGENTS IN SAN FRANCISCO:
THE BANK OF CALIFORNIA.
AGENTS IN INDIA AND THE EAST:
THE ORIENTAL BANK CORPORATION.
6m 1139] [July 21, 1874.

THE ANGLO-CALIFORNIAN BANK, (LIMITED.)
412, CAL'A ST., SAN FRANCISCO, CALIFORNIA.

London Office.........3, Angel Court.
New York Agents, J. & W. SELIGMAN & Co., 21, Broad Street.
AUTHORIZED CAPITAL STOCK..........$6,000,000.

WILL receive Deposits, open Accounts, make Collections, buy and sell Exchange and Bullion, loan Money, and issue Letters of Credit available throughout the world.
FRED. F. LOW, IGN. STEINHART, } *Managers.*
1y 1887]

COMPTOIR D'ESCOMPTE DE PARIS.

INCORPORATED by National Decrees of 7th and 8th March, 1848, and by Imperial Decrees of 25th July, 1854, and 31st December, 1866.
RECOGNISED BY THE INTERNATIONAL CONVENTION OF 30TH APRIL, 1862.

	Francs.	£ Sterling.
PAID-UP CAPITAL......	80,000,000	3,200,000
RESERVE FUND.........	20,000,000	800,000

HEAD OFFICE.—14, Rue Bergère, Paris.
LONDON AGENCY.—144, Leadenhall Street, E.C.
AGENCIES.—At Nantes, Lyons, Marseilles, Roubaix, Brussels, Alexandria, Bombay, Calcutta, Hongkong, Shanghai, Saigon, Saint Denis (Ile de la Réunion,) and Yokohama.

LONDON BANKERS—UNION BANK OF LONDON.

HONGKONG AGENCY.

Interest Allowed
On current deposit accounts at the rate of 2 % per annum on the monthly minimum balances.
On Fixed Deposits:
For 3 months 2 % per annum.
" 6 " 3 % "
" 12 " 4 % "
A. PHILIPPE,
Acting Manager.
Offices in Hongkong: Bank Buildings, Queen's Road.
876 Hongkong, 22nd July, 1874.

A. MILLAR & CO.,
HOUSE, SHIP, AND STEAMBOAT PLUMBERS,
COPPERSMITHS, BRASS-FOUNDERS, BELL-HANGERS, AND GAS FITTERS.

Estimates, for WATER SUPPLIES from WELLS or GOVERNMENT MAINS.
Do. for WELL SINKING.
Do. for GAS SERVICES.

FOR SALE.
PLUMBERS' and GAS FITTERS' FITTINGS of all descriptions.
BATHS, Wash-hand BASINS, WATER CLOSETS, URINALS, Stop and Bib COCKS, Stench TRAPS, SOLDERS, &c.
GASELIERS, BRACKETS, LAMPS, CHIMNEYS, GLOBES.
Green, Gold, and Deep LACQUERS.
BELLS and BELL FITTINGS, GONGS and GONG FITTINGS.
Iron, Lead, Brass, and Copper PIPES.
Tin, Lead, Brass, and Copper SHEETS.
Galvanized Iron PIPES and FITTINGS, all sizes.
LIFT and FORCE PUMPS, Ships' FIRE ENGINES.
PUMPS and Pump GEAR of every description to order.
LIGHTNING CONDUCTORS Fixed.
GAS BRACKETS and CHANDELIERS repaired and relacquered.
PLUMBING and GAS FITTING REPAIRS punctually attended to.
No. 1, QUEEN'S ROAD EAST, HONGKONG.
tf 938 22nd June, 1874.

NOTICE.
NEITHER the Captain, Owners, nor Agents of the Peruvian Ship "*Emigrante*" will be responsible for any debts contracted by the Officers and Crew of the said vessel.
tf 1042 Hongkong, 2nd July, 1874.

To be Let.

TO LET.
ONE of the two Central HOUSES at the Albany, recently occupied by W. H. BRERETON, Esq. Immediate possession can be had.
tf 1312 Hongkong, 21st August, 1874.

TO LET.
FIRST-CLASS GRANITE GODOWN on the Praya, Wanchai.
Apply to
S. E. BURROWS & SONS.
tf 1201 Hongkong, 1st August, 1874.

TO LET.
HOUSES Nos. 2, 4, and 6, in Hollywood Road, lately forming part of the "Hotel d'Europe." Apply to
DAVID SASSOON, SONS & Co.
tf 783 Hongkong, 19th May, 1874.

TO LET.
THE PREMISES situate in Queen's Road Central, known as the "CROWN AND ANCHOR TAVERN." Apply to
GILMAN & Co.
tf 834 Hongkong, 28th May, 1874.

TO LET.
With immediate possession.
NO. 103, Queen's Road, OFFICE and DWELLING HOUSE, with GODOWNS attached, lately occupied by Messrs. SANDERS & Co.

DWELLING HOUSES.
Alexandra Terrace.
No. 13, Gage Street.
" 8, Gough Street.
" 19B, Hollywood Road. Water and Gas laid on.

DWELLING HOUSES.
With possession from 1st May.
No. 20, Stanley Street, formerly in the occupation of Dr. R. YOUNG.
For particulars, apply to
DOUGLAS LAPRAIK & Co.
tf 563 Hongkong, 14th April, 1874.

TO LET.
NO. 7, Garden Road, known as "HARPERVILLE," occupied by J. M. WALTERS, Esq. Apply to
DAVID SASSOON, SONS & Co.
1362 Hongkong, 1st September, 1874.

TO LET.
A HOUSE on Carlton Terrace, Spring Gardens. Water laid on. Terms, moderate. Apply to
LAMMERT, ATKINSON & Co.
tf 771 Hongkong, 18th May, 1874.

TO LET.
THE whole, or part, of the Residence known as "THE HERMITAGE."
Apply to
T. ALGAR,
9, *Hollywood Road.*
tf 977 Hongkong, 23rd June, 1874.

TO LET.
THE PREMISES at present occupied by THE CHINA FIRE INSURANCE COMPANY, Queen's Road.
Apply to
G. FALCONER.
tf 1070 Hongkong, 7th July, 1874.

TO LET.
With Possession on the 1st of March.
THE Business PREMISES and Dwelling HOUSE on Queen's Road, at present in the occupation of Messrs. LAMMERT, ATKINSON & Co. Apply to
ROBT. S. WALKER & Co.
tf 41 Hongkong, 6th January, 1874.

TO LET.
With Possession on 1st September.
THE OFFICES over the HONGKONG DISPENSARY.
Apply to
A. S. WATSON & Co.
tf 1340 Hongkong, 27th August, 1874.

TO LET.
With immediate possession.
THE HOUSE No. 7, Aberdeen Street. Water and Gas laid on.
Apply to
A. F. ALVES.
tf 920 Hongkong, 18th June, 1874.

TO LET.
From 1st June next.
OFFICES in Hunt's Building, Peddar's Wharf. Apply to
LAMMERT, ATKINSON & Co.
tf 782 Hongkong, 19th May, 1874.

TO LET.
NO. 2, Seymour Terrace, formerly occupied by Capt. ANDREWS.
Apply to
DAVID SASSOON, SONS & Co.
tf 1319 Hongkong, 24th August, 1874.

TO LET.
With possession on the 1st July.
BOULDER LODGE, at present in the occupation of C. S. SHERWOOD, Esq.
Apply to
G. FALCONER.
tf 838 Hongkong, 29th May, 1874.

NOTICE.
THE Interest and Responsibility of Mr. PAUL S. FORBES, in our firm in Hongkong and China, ceased on the 1st instant.
Our partners now consist of Mr. EDWARD CUNNINGHAM, Mr. W. H. FORBES, Mr. F. B. FORBES, Mr. W. S. FITZ, Mr. JOHN M. FORBES, Jr., Mr. S. W. POMEROY, Jr., Mr. F. D. HITCH, and Mr. H. de C. FORBES.
RUSSELL & Co.
3m 941 Hongkong, 17th June, 1874.

I HAVE this day Established myself at this port, as Merchant and Commission Agent, under the style and firm of
H. B. MEYER.
tf 1283 Ningpo, 1st August, 1874.

MR. ROBERT HUNTER HILL is authorized to sign our Firm per procuration.
BRADLEY & Co.
1m 1303 Swatow, 17th August, 1874.

WE have Established a Branch of our House at Hongkong.
FRAZAR & Co.
Shanghai, 21st August, 1874.

WITH reference to the above, our Offices are at No. 44, Queen's Road.
FRAZAR & Co.
Hongkong, 21st August, 1874. [7d 1371

THE Interest and Responsibility of Mr. GUSTAV RITZEROTH in our firm, in Canton and Hongkong, cease to-day, and Mr. WILHELM ROST becomes a partner in our business from the 1st proximo.
CARLOWITZ & Co.
tf 1019 Hongkong, 30th June, 1874.

NOTICE.
I HAVE Established myself at this Port as Merchant and Commission Agent.
A. MACG. HEATON.
tf 491 Hongkong, 31st March, 1874.

G. O. ROGERS, D.D.S.
DENTIST,
No. 7, ARBUTHNOT ROAD,
tf 247 Hongkong, 13th February, 1874.

NOTICE.
STEAMERS leaving this port requiring COAL, can obtain it from the Undersigned.
W. G. HALE & Co.,
Saigon.
tf 1561 16th September, 1873.

NOW ON SALE.
THE HOUSEHOLD COMPANION AND STUDENT'S FIRST ASSISTANT,
By Dr. DEVAN, with many Additions, Corrections, and Dr. WILLIAMS' Orthography.
PRICE: In Paper Wrapper,..........$1.50
Neatly Bound,..........$2.00
Apply at the *Daily Press* Office.

Auctions.

PUBLIC AUCTION.
THE Undersigned has received instructions to Sell by Public Auction,
THIS DAY,
the 8th day of September, 1874, commencing at 11 o'clock A.M., at Messrs. BAKER & Co.'s, No. 24, Queen's Road,
(*Under distraint for Rent,*)—
The Entire STOCK-IN-TRADE, comprising:—Ladies' CLOTH JACKETS, WOOL CLOUDS, JACKETS and CAPES, Fancy DRESS MATERIALS, COSTUMES and SKIRTS, [illegible] Coloured SILKS, Coloured French M[illegible], Tartan Wool SHAWLS, Millinery, [illegible] Felt HATS, RIBBONS in all the newest [illegible] both Plain and Watered, SASH RIBBONS, FLOWERS and FEATHERS, Real and Imitation LACES, Ladies' and Gentlemen's French [illegible] GLOVES, Linen and Calico SHIRTINGS, Horrocks' Long CLOTHS, Table LINENS, Fancy and White FLANNELS, [illegible] MUSLINS and CAMBRICS, [illegible] Striped, and Checked [illegible] HANDKERCHIEFS, [illegible] SIERY, [illegible] and COLLARS, [illegible] HALF-HOSE, SOAP and PERFUMERY, SADDLERY, CRICKET BATS, BALLS, STUMPS.
Bohemian VASES, Card [illegible]
And
Sundry HOUSEHOLD FURNITURE, STORE FURNITURE, comprising Drawing Room SUITES, TABLES, CHAIRS, SIDEBOARD, CROCKERY, GLASS WARE, BEDS, MIRRORS, Cheval GLASS, COUNTERS, SHELVES, &c., &c., &c.
Also,
3 SEWING MACHINES, in good working order.
TERMS OF SALE.—Cash before delivery in Mexican Dollars weighed at 7.1.7.
J. M. ARMSTRONG,
Auctioneer.
1388 Hongkong, 5th September, 1874.

THE ATTENTION OF CAPITALISTS is drawn to the Undernoted POWERFUL STEAM TUGS Well-known on the River Hooghly, AND WHICH Messrs. MACKENZIE, LYALL & Co. have been favored with instructions from the Owners to offer by Public Auction, at the Exchange Commercial Sale Rooms, Calcutta, at 1 o'clock, on
THURSDAY,
the 10th September, 1874.
Viz.:—

	Gross Tonnage.	H.P.
The "RATTLER,"	343.09	250
" "ENTERPRISE,"	383.94	200
" "ELECTRIC,"	394.68	180
" "BOMBAY,"	423.41	260

All in working condition, and to be delivered as they now are.
1368 Hongkong, 31st August, 1874.

PUBLIC AUCTION.
THE Undersigned has received instructions to Sell by Public Auction, on
FRIDAY,
the 11th September, 1874, at 2 P.M., at No. 9, Wyndham Street,—
The whole of the HOUSEHOLD FURNITURE, &c., comprising Drawing Room, Dining Room, and Bed Rooms SUITES, Rep-Covered CHAIRS, Easy CHAIRS and SOFAS, PIER GLASSES, CHANDELIERS, LAMPS, Centre CARPETS, RUGS, Marble-top TABLES, SIDEBOARD, GLASS WARE, PLATED WARE, PUNKAHS, BEDSTEADS, WARDROBES, TOILET TABLES and GLASSES, WASHSTANDS and SERVICES, CHEST of DRAWERS, Window CURTAINS, &c., &c.
Also,
A PIANO.
Catalogues will be issued.
TERMS OF SALE.—Cash before delivery in Mexican Dollars weighed at 7.1.7.
J. M. ARMSTRONG,
Auctioneer.
1382 Hongkong, 4th September, 1874.

PUBLIC AUCTION.
THE Undersigned has received instructions from C. V. CREAGH, Esq., Sheriff, to Sell by Public Auction, under a Writ of Execution, on
THURSDAY,
the 1st day of October, 1874, at Noon, on board,—
The German Ship
"BELLE SAUVAGE,"
of 1,318 Tons register or thereabouts, as she now lies in the Harbour, with all her Appurtenances.
This Vessel has undergone extensive Repairs in September, 1873, having had new Keelson and Rudder, upper and lower Stringers, a large portion of Ceiling in Lower Hold, new Foremast and other Repairs, and newly Metalled in July, 1873, and a Classing for 3/4, 2, 1 in Universal Lloyds', and good to proceed to any Port of the World.
For further particulars and Inventory, apply to the Undersigned.
TERMS OF SALE.—Cash on the fall of the hammer in Mexican Dollars weighed at 7.1.7.
The Vessel to be at Purchaser's risk on the fall of the hammer.
J. M. ARMSTRONG,
Government Auctioneer.
1389 Hongkong, 5th September, 1874.

NOTICE.
MR. M. ULLMANN has this day REMOVED his Establishment to No. 8, Graham Street.
1283 Hongkong, 17th August, 1874.

CHINA FIRE INSURANCE COMPANY, LIMITED.

ADJUSTMENT OF BONUS FOR THE YEAR 1873.

SHAREHOLDERS in the above Company are requested to furnish the Undersigned with a list of their Contributions for the Year ending 31st December last, in order that the Distribution of *Twenty-five per cent.* (25 %) of the Net Profits reserved for Contributors, may be arranged. Returns not rendered *prior to the 31st October next*, will be adjusted by the Company, and no claims or alterations will be subsequently admitted.
JAS. B. COUGHTRIE,
Secretary.
3m 1203 Hongkong, 1st August, 1874.

VICTORIA FIRE INSURANCE COMPANY OF HONGKONG, LIMITED.

ADJUSTMENT OF BONUS FOR THE YEAR 1873.

SHAREHOLDERS in the above Company are requested to furnish the undersigned with a list of their Contributions for the year ended 31st December, 1873, in order that the distribution of Twenty per cent. (20 %) of the Net Profits reserved for Contributors, may be arranged. Returns not rendered prior to the 31st October next, will be adjusted by the Company, and no claims nor alterations subsequently admitted.
AUGUSTINE HEARD & Co.,
Secretaries.
3m 1202 Hongkong, 1st August, 1874.

HONGKONG FIRE INSURANCE COMPANY, LIMITED.

ADJUSTMENT OF BONUS FOR THE YEAR 1873.

SHAREHOLDERS in the above Company are requested to furnish the Undersigned with a list of their Contributions for the year ending 31st December last, in order that the Distribution of TWENTY PER CENT. (20 %) of the Nett Profits reserved for Contributors may be arranged.
Returns, not rendered *prior to the 31st October next*, will be adjusted by the Company, and no claims or alterations will be subsequently admitted.
JARDINE, MATHESON & Co.,
General Managers.
4m 1029 Hongkong, 1st July, 1874.

Intimations.

THE NORTH CHINA INSURANCE COMPANY.
(ESTABLISHED 1863.)

CAPITAL—*Shanghai Taels 2,000,000, in 1,000 Shares of Taels 2,000 each.*

PAID-UP CAPITAL—*Shanghai Taels 600,000, or Taels 600 per Share.*

Payment of FIRST CALL *of Taels 600 per Share to be made on Allotment.*

PROVISIONAL COMMITTEE.
E. H. LAYTON, [illegible]
Messrs. [illegible] *& Co.*
A. G. [illegible]
Messrs. Gibb, Livingston & Co.
T. [illegible], Esq.
[illegible]
J. A. MAITLAND, Esq.
Messrs. [illegible] *Bros. & Co.*
[illegible]
Messrs. [illegible] *& Co.*
C. L. GRANT, Esq.
Messrs. Adamson, Bell & Co.

BANKERS:
THE HONGKONG AND SHANGHAI BANKING CORPORATION.

SECRETARY:
HERBERT S. MORRIS, Esq.

HEAD OFFICE:
SHANGHAI.

BRANCHES:
LONDON (25, CORNHILL, E.C.),
HONGKONG, YOKOHAMA.

AT a General Meeting held at Shanghai on the 16th June, 1874, the following Resolutions were proposed and passed unanimously:—
1st.—That a Company, to be called "THE NORTH CHINA INSURANCE COMPANY," shall be formed for a further period of three years, commencing from the 1st day of January, 1875, and terminating on the 31st day of December, 1877.
2nd.—That the present Court of Directors be elected to act as a Provisional Committee, with power to add to their number, for the purpose of drawing up a Prospectus, receiving applications for, and allotting the Shares.
The net profits of the Company will be divided amongst the Shareholders in the following ratio, viz.:—
One-third (33⅓ %) in proportion to the number of Shares held by each.
Two-thirds (66⅔ %) as bonus on premium paid by Shareholders.
Power will be taken under the Deed of Settlement to register the Company, and establish it on a permanent basis, in lieu of a triennial co-partnership, at any period during the term, should the "Joint Stock Companies' Act" be made applicable to Companies in Shanghai.
Notice is hereby given that applications for Shares in the undermentioned form will be received at the Offices of the Company or through its Agents at the several Ports in the East until the 30th September, 1874, and from London until the 31st October, 1874.

FORM OF APPLICATION FOR SHARES.
To the Provisional Committee of the
NORTH CHINA INSURANCE COMPANY.
(Term 1875-77.)
GENTLEMEN,
hereby request that you will allot to shares in the above Company, and agree to accept such shares, or any less number you may allot to ; and agree to pay the first call of Tls. 600 per share, and all subsequent calls, and to subscribe the Deed of Settlement when required to do so.
Gentlemen,
Your obedient servant,
....

Forms of application for Shares can be obtained at the Head Office, or by application to the Agents of the Company.
1174 Shanghai, 22nd June, 1874.

DISSOLVED PERUVIAN GUANO
PREPARED BY
OHLENDORFF & CO.,
LONDON, ANTWERP, HAMBURG, AND EMMERICH-ON-RHINE.
GUARANTEED TO CONTAIN
Nitrogen equal to 10 per cent. of Non-Volatile Ammonia.
20 " Soluble } Guano Phosphate.
4 " Insoluble }

THIS Manure is prepared from *genuine Peruvian Government Guano.* The result of its special treatment is that the Ammonia is fixed, the Phosphates in the Raw Guano rendered soluble, and the Manure brought into the condition of a free dry powder.
It loses nothing from exposure to the atmosphere, or to the heat of the sun. It is offered to the farmer with a *Guarantee* of its composition, and is, in fact, the richest and, considering the quality, the cheapest *Guaranteed Manure* at present in the market. Its fertilising properties are such as will enable the consumer to derive the greatest economical advantage from the use of Guano.

APPLICATION OF DISSOLVED PERUVIAN GUANO TO COLONIAL PRODUCE.
SUGAR CANE.—Dissolved Peruvian Guano produces strong and succulent canes, rich in crystallizable sugar, without detriment to the productive power of the land. From 3 to 4 cwts. of Dissolved Peruvian Guano per acre is a good dressing for Sugar Cane.
INDIAN CORN.—Three to 4 cwts. of Dissolved Peruvian Guano per acre exercises a powerful effect upon Indian Corn, and largely increases the crop.
RICE.—We should strongly recommend the use of 2 to 3 cwts. per acre for Rice, for, although irrigation is generally solely relied upon as a means of producing a good crop of Rice, there can be no doubt that, in addition to irrigation, 2 or 3 cwts. of Dissolved Peruvian Guano per acre will be highly beneficial.
TEA.—Judging from the limited experience at our command with regard to the manuring of Tea plantations, we confidently recommend it to planters, whose reports we shall be glad to receive.
COTTON.—The yield of Cotton has of late years been greatly increased by the use of artificial manures, containing a fair proportion of ammonia and much soluble phosphate of lime, potash, and other alkaline salts. Dissolved Peruvian Guano meets the requirements of the Cotton plant, inasmuch as it furnishes all the elements of fertility which are calculated to promote the luxuriant growth of the same. If the increase in quantity be made the chief object, 4 to 5 cwts. of Dissolved Peruvian Guano per acre will prove most advantageous; but if greater care be given to the fine quality of the Cotton, the use of 2 to 3 cwts. of Dissolved Peruvian Guano, together with 2 to 3 cwts. of mineral superphosphate, per acre, will be found to answer better.

OHLENDORFF & CO.,
OFFICES—110, FENCHURCH STREET, LONDON, E.C.
WORKS—AT PLAISTOW (NEAR VICTORIA DOCK,) LONDON, E.C.
N.B.—In applying Dissolved Guano, and, indeed, all concentrated Artificial Manures, it is desirable to mix them with about twice their bulk of dry earth, sifted vegetable ashes, or similar substances, so as to secure an even distribution of the manure, and to prevent its coming into direct contact with the seed.
IT SHOULD ALWAYS BE KEPT DRY TO AVOID LOSS.
For further particulars apply to
MEYER, ALABOR & Co.,
Hongkong.
tf 511 Hongkong, April 2nd, 1874.

Intimations.

MISS CARRIE GEORGE'S DRAMATIC TROUPE WILL ARRIVE IN A FEW DAYS.
FURTHER PARTICULARS WILL BE ADVERTISED.
tf 1386 Hongkong, 1st September, 1874.

IN THE SUPREME COURT OF HONGKONG.

PROBATE JURISDICTION.

In the Goods of TSANG A-CHANG, *Deceased.*
CHARLES HOWES,
PETER SPICER,
FRANCIS DOUGLAS,
HARVEY SCORGIE,
WILLIAM D. MARSHALL,
ANTONIO DUBOIS,
CHEW WING,
SAY A-TAY,
KUM YEE,
CHUN KHAI,
HERBERT THOMAS BARR.

NOTICE is hereby given, that in accordance with the Provisions of Ordinance No. 9 of 1870, Section 3, an Order [illegible] by the Honorable Sir JOHN SMALE, [illegible] Justice of the said Court, [illegible] Creditors and others [illegible] against the above-named [illegible] the 30th day of [illegible] date all Claims [illegible] will not be included in [illegible]
All Persons indebted to the said Estates are requested to make immediate Payment to
W. H. ALEXANDER,
Official Administrator.
7d 1410 Hongkong, 5th September, 1874.

NOTICE.
WHEREAS Pursuant to the Provisions of Ordinance No. 24 of 1862, the following Petition to His Excellency the Governor in Council for Letters Patent for the Exclusive Right to use within this Colony and its Dependencies the Invention hereinafter mentioned has, together with the Specifications and Declarations required by the said Ordinance, been filed in the Office of the Colonial Secretary, that is to say:—
"The Petition of JOHN KYLE, for 'Improvements in Apparatus for the Manufacture of Ice.'"
NOTICE is hereby given, that his Excellency the Governor has appointed MONDAY, the 14th day of September instant, at 2 o'clock in the afternoon, for a Sitting of the Executive Council at the Offices of the Government, for the purpose of entertaining the said Petition, and that at such Sitting of the Council Application will be made for such Letters Patent as aforesaid.
Dated, at Victoria, Hongkong, this 4th day of September, 1874.
ED. SHARP & TOLLER,
Solicitors for the Petitioner.
1397]

NOTICE.
AS I am about to LEAVE THE COLONY, and am therefore under negotiations to Sell my Goodwill, with all the Articles in my Shop, situated at No. 8, PEEL STREET, I request that ALL CLAIMS against, and due to me be settled within seven days from this date, otherwise they will not be entertained.
ESSABHOY NANSEY.
7d 1400 Hongkong, 5th September, 1874.

FOR SALE.
A MAGNIFICENT BOUDOIR GRAND PIANO,
BY
JOHN BROADWOOD & SONS, London,
Imported in October, 1873,
Brilliant Tone, Light Touch.

The above is in SUPERB CONDITION and can be had a Bargain, the Owner being about to leave the Colony.
Address "R. S.," *Daily Press* Office.
7d 1387 Hongkong, 5th September, 1874.

STORAGE.
COALS received on Storage in Godowns of about 12,000 tons Capacity, at Wanchi.
T. G. LINSTEAD,
Trustee,
Messrs. R. S. Walker & Co.'s Estate.
1320 Hongkong, 24th August, 1874.

A. S. WATSON & CO.,
CHEMISTS AND DRUGGISTS
TO
H.R.H. THE DUKE OF EDINBURGH
AND
H.E. THE GOVERNOR,
BEG to announce that they have just received a Choice Assortment of PERFUMERY and TOILET REQUISITES.
tf 976 Hongkong, 19th June, 1873.

F. KRUPP'S CAST STEEL WORKS, ESSEN (GERMANY.)
SOLE AGENT FOR CHINA AND JAPAN,
F. PEIL,
tf 1671 *Hongkong, Shanghai, Cologne (Germany.)*

THIS UNDERSIGNED begs to inform the Public of HONGKONG, HO NAM, AND CANTON that he has shops established at those places in the name of HING KEE.
In HONGKONG, at the Central Market, No. 12, he has constantly on hand BEEF, MUTTON, POULTRY, BREAD, VEGETABLES, and OILMAN'S STORES, &c., of the best quality.
In HO NAM and CANTON SHOPS, the foregoing articles, with the addition of SPIRITS, SODA WATER, &c., and GAME when in season.
Gentlemen and Families desirous of patronising him, are respectfully requested to apply at his shops as above, where a list of prices of articles will be furnished, which will be supplied at the same *rate* all the year round.
HING KEE.
1y 742 Hongkong, 13th May, 1874.

FROM SINGAPORE, PENANG AND CALCUTTA.
THE S. S. *Hindostan* having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be landed by, and into the Godowns of the Undersigned at Wanchi, from whence delivery can be obtainable.
Goods remaining in store after the 10th inst. will be subject to rent.
Opium will be deliverable from alongside the Ice House Street Wharf.
Bills of Lading will be countersigned by
DAVID SASSOON, SONS & Co.
7d 1383 Hongkong, 4th September, 1874.

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNEES.
CONSIGNEES of the following Cargo are requested to send in their Bills of Lading to the undersigned for countersignature, and take immediate delivery; this Cargo has been landed and stored at their risk and expense.
No fire insurance has been effected.
C. BERTRAND,
Principal Agent.
Ex "Donnai," 2nd July, 1874.
FD. 1/35, 35 cases Beer.
Ex "Anadyr," 10th August, 1874.
WS in diamond, 1/2, 2 cases Zinc Roof.
RB. 32/43, 12 " Drapery.
" 52197, 1 case Perfumery.
TS, 1 bale Cotton.
No mark, 1 " Pome.
OH, 4 bales Cotton.
No mark, 3 " Window Shells.
Hongkong, 26th August, 1874.

Intimations.

FOR SINGAPORE, PENANG, AND CALCUTTA.
THE British Steamer
"HINDOSTAN,"
Captain J. A. Miller, will be despatched for the above Ports on SATURDAY [illegible], the 12th instant, at 3 P.M.
Despatches will close at 2.30 P.M.
For Freight or Passage, apply to
DAVID SASSOON, SONS & Co.,
Agents.
5d 1409 Hongkong, 8th September, 1874.

FOR SWATOW AND AMOY.
THE Steamship
"LEONOR,"
Captain Echanique, will have immediate despatch for the above Ports.
For Freight or Passage, apply to
DOUGLAS LAPRAIK & Co.
[illegible] 1408 Hongkong, 8th September, 1874.

OCEAN STEAMSHIP COMPANY.

FOR SHANGHAI,
Taking Cargo and Passengers at through rates for HANKOW, NINGPO, and PORTS in JAPAN.
THE Company's Steamship
"ANTENOR"
will be despatched on or about the 13th instant.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
1404 Hongkong, 7th September, 1874.

OCEAN STEAMSHIP COMPANY.

FOR LONDON, *via* SUEZ CANAL.
THE Company's Steamship
"DIOMED"
will be despatched on or about the 18th instant.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
1405 Hongkong, 7th September, 1874.

No. 138.
GOVERNMENT NOTIFICATION.
AT the request of the Garden Committee, the Government desire to urge upon the Community the necessity of forbidding their Chinese Servants taking Children into the New Gardens.
There are certain places in the Gardens which cannot, without great expenditure, be rendered free from danger to Children.
There is, of course, no objection to Children with their Parents frequenting the Gardens referred to.
By Command,
J. GARDINER AUSTIN,
Colonial Secretary.
Colonial Secretary's Office,
Hongkong, 5th September, 1874. [6d 1412

WE Hereby Notify that Mr. JOHN WATERS ceased to be a Partner in our Firm on the 31st March last, and that he no longer signs our Name.
Mr. LUCAS carries on the business.
LUCAS & WATERS.
1m 1411 Hiogo, 15th August, 1874.

COALS Landed and Stored by the Undersigned in the Spacious Coal-Sheds, Wanchi, lately in the occupation of Messrs. R. S. WALKER & Co.
J. J. DOS REMEDIOS & Co.
1m 1396 Hongkong, 7th September, 1874.

Notices to Consignees.

NOTICE.
TO CONSIGNEES OF OPTIONAL CARGO, EX O. S. S. CO.'S S.S. *DIOMED*, FROM LIVERPOOL.
SHIPPING Orders must be obtained from the Undersigned not later than the 10th instant, for shipment per *ANTENOR*.
BUTTERFIELD & SWIRE,
Agents.
4d 1406 Hongkong, 7th September, 1874.

S. S. *AMAZONE*.

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.
CONSIGNEES of Cargo per S. S. *Gange*, from London, in connection with the above Steamer, are hereby informed that their Goods are being landed and stored at their risks at the Company's Godown, whence delivery may be obtained from TUESDAY, the 8th inst., at 10 A.M.
OPTIONAL CARGO will be forwarded on, unless intimation is received from the Consignees before noon TO-DAY, requesting it to be landed here.
Bills of Lading will be countersigned by the Undersigned.
Goods remaining unclaimed after FRIDAY, the 11th inst., at noon, will be subject to rent and landing charges.
No Fire Insurance has been effected.
C. BERTRAND,
Principal Agent.
1407 Hongkong, 7th September, 1874.

CONSIGNEES of Cargo per British Barque *FALCON*, Shiell, Master, from London, are requested to take Immediate Delivery of their Goods from alongside.
Cargo impeding the discharge will be Landed and Stored at Consignees' risk and expense.
Bills of Lading will be Countersigned by
WM. PUSTAU & Co.,
Agents.
1398 Hongkong, 7th September, 1874.

S. S. *ATALANTA*, FROM HAMBURG, PENANG, AND SINGAPORE.
CONSIGNEES of Goods by the above steamer are hereby notified that the Cargo is being discharged, landed, and stored at their risk into the Godowns of Messrs. J. S. HOOK, SON & Co., whence delivery may be obtained.
Goods remaining in store after the 12th inst. will be subject to rent.
Optional Cargo will be forwarded on, unless applied for by the Consignees before 2 P.M. TO-DAY.
Bills of Lading will be Countersigned by
SIEMSSEN & Co.
1403 Hongkong, 7th September, 1874.

THE BRITISH STEAMER *CONSOLATION*, FROM SHANGHAI.

NOTICE.
CONSIGNEES of Cargo by the above-named Steamer are hereby informed that this Steamer will be expected from the above Port to-day or to-morrow morning, and the Goods may be obtained on board immediately after the Steamer's arrival.
Bills of Lading will be countersigned by the Undersigned.
AH YON,
Kwong Hing Shop,
57, Praya West.
1384 Hongkong, 4th September, 1874.

FRENCH STEAMER *CHARLES ALBERT*, FROM LONDON AND SINGAPORE.
CONSIGNEES of Cargo by the above Steamer are hereby informed that their Goods are being landed and stored at their risk in the Godowns of the Undersigned, from whence delivery may be obtained.
Consignees wishing to take their Goods from the boats alongside the wharf are at liberty to do so.
Goods remaining in store after the 10th inst. will be subject to Rent.
Bills of Lading will be countersigned by
WM. PUSTAU & Co.,
Agents.
1381 Hongkong, 4th September, 1874.

THE CHRONICLE & DIRECTORY FOR 1874.

NOW ON SALE.

THIS Work, now in the TWELFTH year of its existence, is now on sale. It has been compiled and printed at the *Daily Press* Office, as usual, from the best and most authentic sources, and no pains have been spared to make the work complete in all respects.

In addition to the usual varied and voluminous information, the value of the "CHRONICLE AND DIRECTORY FOR 1874" has been further augmented by a

CHROMO-LITHOGRAPH OF A PLAN OF THE CITY OF CANTON, THE FOREIGN SETTLEMENTS OF SHANGHAI,

A Chromo-Lithograph Plate of the NEW CODE OF SIGNALS IN USE AT THE PEAK; also of THE VARIOUS HOUSE FLAGS (*Designed expressly for this Work*), MAPS OF HONGKONG, JAPAN, and of the THE COAST OF CHINA; ALSO, THE NEW CODE OF CIVIL PROCEDURE—HONGKONG;

besides other local information and statistics corrected to date of publication, tending to make this work in every way suitable for Public, Mercantile, and General Offices.

The Directory is published in Two Forms, Complete at $5; or with the Lists of Residents, Port Directories, Maps, &c., at $3.

Orders for Copies may be sent to the *Daily Press* Office, or to the following Agents:—

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Ningpo ... Kelly & Co., Shanghai.
Shanghai ... Hall & Holtz.
" ... Kelly & Co.
Hankow and River Ports ... Hall & Holtz and Kelly & Co., Shanghai.
Chefoo ... Hall & Holtz and Kelly & Co., Shanghai.
Newchwang ...
Tientsin and Peking ... Hall & Holtz and Kelly & Co., Shanghai.
Nagasaki ... The C. & J. Trading Co.
Hiogo, Osaka ... The C. & J. Trading Co.
Yokohama ... Messrs. Lane, Crawford & Co. Mr. C. D. Moss, *Japan Gazette* Office.
Manila ... Messrs. J. de Loyzaga & Co.
Singapore ... *Straits Times* Office.
London ... Mr. F. Algar, Clement's Lane. Geo. Street, 30, Cornhill. Messrs. Bates, Hendy & Co.
San Francisco ... Mr. L. P. Fisher, 21, Merchants' Exchange.

The Daily Press.

HONGKONG, SEPTEMBER 8TH, 1874.

That piracy in the neighbourhood of this Colony should of late have been greatly upon the increase is certainly not very surprising, if we take into consideration the noticeable decrease which there has been in the number of gunboats which have been stationed here. Our readers will doubtless be somewhat surprised to learn that when the news of the attack on board the *Spark* arrived, the only gunboat in port was the *Elk*, and that it actually took her some six or seven hours to coal before she could start in search of the pirates. Under such a state of affairs as this, marauders around Hongkong are likely to have gala times, and we may be sure will not be slow to avail themselves of the opportunities which the penny wise and pound foolish policy of economy which has been adopted by the Home Government has afforded to them. Everything of this character is accurately watched by the Chinese, and consequently, by admitting any such shortcoming into the arrangements for the protection of our trade in these parts, we are offering direct encouragement to them to increase in the audacity and in the frequency of their piratical attacks. With what accuracy such matters are noted, we may judge from the care which the *Spark* pirates took to time the attack so as to avoid being overtaken by the other steamers of the Company. Every point of this kind is watched with the greatest care, and if it be discovered that there are small chances of a gunboat being able to overhaul them, marauders will not fail to appreciate the additional opportunity thus afforded to them to carry out their nefarious designs.

The only way in which we can reduce the chances of piracy in these waters is by having gunboats frequently cruising in the neighbourhoods where they are likely to take place; and it is certainly most foolhardy to let it be distinctly seen that we can do little or nothing even when news of a piracy has reached us. If the *Spark* pirates had any friends in Hongkong, as is most probable, they must have chuckled as they saw the coal being slowly put on board the *Elk*, and calculated to a nicety the distance their friends would be able to get before the gunboat managed to leave. Not long ago a vast amount of valuable property from the wreck of the steamer *Canton* was lost near Foochow in consequence of their being no gunboat near at hand which could go down to protect it; and unless our naval resources be increased, we may be certain that a number of similar cases will arise. Perhaps the escape of seventy pirates, and the loss of thousands of pounds' worth of property may have some slight effect upon the Home Authorities, and will make them a little more disposed than hitherto to provide adequate means for the protection of British interests in these parts. It may possibly not be pleasant to an economically-disposed Government to have to increase its naval expenditure in order to suppress piracy in China, and in fact to do what the Chinese Authorities ought to do themselves; but it is impossible in State affairs as well as others to have all the advantages with none of the disadvantages. The trade which Great Britain conducts with China is one of the largest and most lucrative branches of its commerce, and it is impossible to carry it on unless it be adequately protected. The provision of suitable naval forces in these parts is, therefore, part of the price which we have to pay for the profits which we derive from the trade, and it is simply absurd to endeavour to shirk the responsibility. The attempt to do so must result in the same way as all other pieces of neglect, in ultimately increasing the necessity for action. If pirates be encouraged for a series of years, they will at last attain to such a point of audacity that serious steps will have to be taken, and the end therefore must be that as much if not more money will have ultimately to be expended in defence, and in the meantime serious loss, not only of property, but also of life, may have been incurred. For years past it has been obvious that the naval forces in these parts have been unduly reduced, and it is sincerely to be hoped that the Home Government will not persist in its niggardly policy until some startling catastrophe awaken them to the mistake which they are making.

Telegraphic communication with Amoy was interrupted yesterday.

The O. S. S. Co.'s steamer *Antenor* left Singapore, on Sunday morning, for this port.

The steamer *Yangtsze* is still on the beach at Kowloon, and is likely to remain there until the return of the high tides.

The P. & O. Co.'s steamer *Travancore*, with the next English mail on board, left Singapore, for Hongkong, on the afternoon of the 6th inst.

Messrs. A. G. Hogg & Co.'s Saigon Rice Circular of the 2nd inst. states export on a small scale continues by Chinese, but foreigners are not operating. The stocks are now considerable, but dealers require $1.25 per picul, as they are of opinion a demand will shortly arise, and higher prices are expected. The total export of rice from 6th August to 2nd September, 1874, was 2,423,252; against, for corresponding period last year, 3,505,622 piculs.

The *London and China Express* has the following:—

The bankruptcy of Mr. E. H. Pollard, Q.C., of Hongkong, which was gazetted last month, has been annulled.

The official reply to the inquiries as to the alterations in the P. and O. contract show that the deductions amount to a saving to Government of some £24,000 per annum.

Captain F. A. Hume, who served in the *Elk* on the East India, China, and Australia stations, from 1856 to 1860, has been appointed to the command of the *Imortalité* at Portsmouth.

M. le Duc Decazes, the French Minister for Foreign Affairs, has submitted to the National Assembly a Bill on the Treaty concluded at Saigon on the 14th of March last between France and the Kingdom of Annam.

The catalogue of Chinese books in the British Museum, compiled by Mr. Douglas, and printed by Mr. Austin, of Hertford, is making steady progress. About one-third of the work is done; when completed, it will contain as many as 15,000 articles.

Captain A. T. Thrupp, who served in the *Nimrod* on the East India and China stations, from March 13, 1857, until promoted to commander in September, 1858, has been appointed to the command of the *Topaze* lately one of the ships of the Flying Squadron.

Sergeant-major William Woodward, who has served twenty-five years in the 31st Regiment (for a portion of the time in China), has been presented by his comrades with a handsome tea and coffee service. After the presentation the sergeant-major was carried home on the shoulders of his stalwart comrades.

The Captain's good service pension of £50 a year, vacated by the retirement of Capt. Francis H. Shortt, late commodore at Hongkong, has been conferred on Commodore Sir William N. W. Hewett, V.C., K.C.B., senior officer on the West Coast of Africa, and formerly commander of the *Ocean* flag-ship, of the China Squadron.

A new joint-stock company has been registered, with the title of "The Woosung Road Company (Limited)." The capital is fixed at £100,000, and the company is formed "For the purpose of constructing a line of road, tram or railway, between Shanghai, Woosung, and Pootung, and to aid in the development of undertakings in China." The subscribers (who take twenty five shares each) are Alexander Matheson, 3, Lombard street; R. Jardine, 3, Lombard-street; H. W. Gibb, 72, Old Broad-street; J. Macandrew, 3, Lombard-street; H. M. Matheson, 3, Lombard-street; F. B. Johnson, 3, Lombard-street; H. B. T. Farquhar, 9, King William-street; and John Pender, M.P., 18, Arlington-street.

Lord Stanley has put a question to Lord Derby in respect to the Consulate at Saigon. Our readers may remember that Mr. Consul Caswell, in 1871, recommended the Home Government to appoint a special Consul from the Foreign-office. In his report Mr. Caswell, in a very candid and praiseworthy manner, pointed out that the large increase of British tonnage trading to the port of Saigon had caused such an extension of Consular duties that it was quite impossible for a merchant to discharge those duties satisfactorily. At the time this report reached the Foreign-office an inquiry was going on as to the Consular Service generally, and the matter was consequently shelved. Mr. Caswell tendered his resignation, but the Foreign-office requested him to continue in office, and to appoint some one to act during his absence from Saigon. This has been done by Mr. Caswell, and the gentleman who now holds the office is an American engaged in a mercantile business. But considering that the importance of the place both politically and commercially has largely increased since 1871, we must urge on Lord Derby the importance of at once appointing a special Consul who can report on all matters occurring in Cochin China as well as discharge efficiently the ordinary duties of the Consulate. This is rendered the more necessary as it is very doubtful if Mr. Caswell will return to Saigon, he having resigned his business connections with the place.

Vice-Admiral A. P. Ryder, who has been nominated to the command of the fleet on the China station, will proceed out in the *Vigilant* to assume the command, his future flagship, the *Audacious*, following as soon as ready, when the *Iron Duke* will return to England. Vice-Admiral Ryder entered the navy in May, 1833, and passed his examination in July, 1839. He obtained the rank of lieutenant July 2nd, 1841, by competition, at the Royal Naval College. From September 22nd following, until paid off in 1845, he served in the *Belvidera*, 42, Captain Hon. G. Grey, in the Mediterranean, and was made Commander January 15th, 1846. On May 26th, 1847, he obtained command of the *Vixen*, and for his services at the storming of Fort Serapiqui, on the St. Juan, was posted May 2nd, 1848. From December, 1853, until the close of 1856, he commanded the *Dauntless*, 33, in the Baltic and Mediterranean, and for his services during the Russian war was rewarded with a medal and the order of the Medjidie of the 4th class. On January 2, 1861, he was appointed to the *Hero*, 89, and in her served in the Channel and on the North American station, and brought her to England, and was paid off, November 22, 1862. He was private secretary to the First Lord of the Admiralty from the latter date until April 27, 1863, when he was appointed Commodore of the first class, and Controller-General of the Coast-guard, with command of the *Pembroke*, 25, at Harwich, which post he held until advanced to flag rank, April 2, 1866. Admiral Ryder, who was a Naval Aide-de-camp to Her Majesty from June 23, 1854, until promoted to Rear-Admiral, was on May 23, 1868, appointed second in command of the Channel Squadron, with his flag in the *Penelope*, 10, which post he held until 1869. He was engaged at the Admiralty in 1873 and 1874 in perfecting some of the details connected with the system of examinations of officers who pass through a course of study at the Royal Naval College at Greenwich, and was Naval Attaché at European Courts.

The home papers give some particulars not received by telegram concerning the stranding of the *Gordon Castle* on the 28th July. She went ashore on the Berlingas, but was got off, badly damaged. She made for Lisbon, and was run ashore at Cascaes. The crew and passengers were saved. The water extinguished the fires; the ship filled, and settled down in six fathoms of water. Endeavours were made to lighten her by working at low water and stripping her aloft; and experienced divers were sent to her from Oporto two days afterwards.

The *Singapore Times* of the 28th ulto., has the following:—"At the Executive Council held yesterday, an enquiry was commenced into the condition of the public service. This enquiry has been appointed by the Governor to investigate the relation of the different office-bearers under Government to their offices, and to afford an opportunity for the substantiation of any charges of maladministration on their part of which evidence may be tendered. The Council is an open one, to which the public will be admitted during the taking of evidence, and the days of sitting will be duly notified." Something of this kind would probably prove highly beneficial in some other places.

The steamer *Ningpo*, from this port, arrived at Shanghai on the 5th instant.

The steamship *Orion* is wired as having arrived in London, on the 2nd instant.

The following are reported as having passed through the Canal:—*Tchahatchoff*, *Cheops*, and *Hongkong*.

The homeward English mail, with dates from Hongkong to the 18th July, was delivered in London on the 31st August.

Total settlements of Silk at Shanghai, during the fortnight ending 5th instant, have been 32,500 bales; stock, on the same date, was 13,000 bales.

At the Periodical Biddings, in London, on the 2nd instant, for Government Bills on India, £467,000 were allotted to Calcutta, £30,000 to Bombay, and £3,000 to Madras.

Stocks of Opium at Shanghai, on the 5th instant, are wired as follows:—Malwa 2,100 chests, Bengal 1,100 chests; the former drug was in fair demand, and the market for the latter was steady.

We observe that an imposing sentry box has been erected at the gate of the New Garden, and another at the junction of Peddar's Hill and Wyndham street, for the use of constables on fixed posts.

LEGISLATIVE COUNCIL.

[…]th September.

PRESENT:

H.E. the GOVERNOR.
Hon. SIR JOHN SMALE, Chief Justice.
Hon. J. G. AUSTIN, Colonial Secretary.
Hon. J. BRAMSTON, Attorney General.
Hon. C. C. SMITH, Registrar General.
Hon. P. RYRIE.
Hon. R. ROWETT.

The Council met on adjournment for reconsideration of

THE MERCHANT SHIPPING CONSOLIDATION BILL.

The Council again went into Committee upon the above measure and various details were discussed. Some discussion took place as to the desirability of sending the Bill Home before finally passing it, and the Legal members being of opinion that that course should be adopted, as merchant shipping laws were a matter of Imperial legislation, the subject was put to the vote, and it was finally decided to send the Bill Home. It was then read for a second time, with this proviso, and the Council was adjourned *sine die*.

POLICE INTELLIGENCE.

7th September.

BEFORE JAMES RUSSELL, ESQ.

STREET GAMBLING.

Chinese constable No. 167 found a man named Yun Apo, gambling in the street. He at once seized him by the queue, when to his surprise it came off in his hand. Defendant, it appeared, wore a wig, with a false queue attached. The baldheaded gambler was however captured. His Worship fined him $2.

STEALING TROUSERS.

Chun Afat, a dwarf, three feet six inches high, residing in Second-street, was charged by a shopkeeper in the Queen's-road West named Lee Aho, with fraudulently obtaining a pair of trousers, valued 70 cents, from his shop on the 4th instant.

The defendant, who was recognised as having been in gaol before, was sent to three weeks' hard labour.

SUSPICIOUS CHARACTER.

District watchman No. 7 charged a boy named Chung Akwai, with being a suspicious character, having found him, in Hing-yau lane, running away with a set of small money scales.

The case was remanded till the 9th instant.

A FIGHT.

Two Chinese, named Ng Ping Tai and Chung Hing Wah, were charged by Chinese constable No. 179 with fighting in the street, over two cents. They were fined 25 cents each.

A DISHONEST COOLIE.

Tang Sam Tai, a married woman, charged a coolie named Wong Apoo with stealing a pair of trousers valued $1, the property of her sister, Tang Kak Mui.

The defendant was recognised as having been in gaol once before for gambling, and he was sent again to that institution for three months' with hard labour.

STEALING WATCHES.

The case in which Mahomed Dunjee, a shopkeeper in Lascar Row, charged a water carrier, and his shop boy, with suspicion of stealing from him two watches, some keys, and a jacket, whilst he was asleep, came on again, when Yow Afook, the man who told the complainant he could produce the ticket and knew the man who stole the watches, was also placed in the dock as third defendant, and charged with being concerned in the robbery.

The complainant said the third defendant told him in the presence of Chinese constable No. 207 that the second defendant stole the watches, and gave one over to a friend of his at the tavern close by.

This the constable totally denied, and gave his evidence in such a way as to lead Inspector Grey to remark that he knew more about the case than he seemed inclined to tell.

His Worship being of the same opinion, reprimanded him severely, and, after other conflicting evidence, the case was further remanded until the 9th instant.

SUSPICION OF LARCENY.

Wong Ayung, a punkah coolie, late on board the French steamer *Sindh*, was charged on remand on suspicion of stealing a gold watch and chain and various monies on the 27th July, from parties on board.

No further evidence being produced, the defendant, on the application of Superintendent Deane, was called on to find security in two sureties of $100 each, to appear, and answer any charge within the next six months.

DRUNK AND INCAPABLE.

Charles Berkshire, a seaman on the steamship *Sea Gull*, was fined 25 cents for being drunk and incapable on the Cross roads.

ASSAULTS.

Bertus Maris, a French seaman, unemployed, was fined 50 cents for slapping the face of Chan Afai, a boatman, because he prevented him from assaulting his wife.

Martin, Barcham, a seaman on the British ship *Falcon*, was charged by a water coolie named Pang Apo, with assaulting him near the Murray Barracks, on Sunday evening, without any provocation.

The defendant received a good character from the officers on board, but his Worship ordered him to pay $1 to the coolie, and fined him $3, or in default of both, to be sent to six days' hard labour.

UNLAWFUL POSSESSION.

Four Chinese named Kwong Atsong, Li Ahon, Chow Achoi, and Chew Ayew, were charged by Robert Daniel, Quartermaster-sergeant of the Royal engineers, with the unlawful possession of some timber, the property of the Government, but as the second defendant was found to be the responsible party in the affair, he was fined 40s. or 21 days' imprisonment.

UNLAWFUL DETENTION.

The case in which the two women named Chung Ayeong and Chung Akew, were charged under section 1. of Ordinance 8, of 1873, with attempting to compel a girl named Lun Yan Tsoi, to become a prostitute, and with unlawfully detaining her against her will, came on again.

The defendants were ordered to find security in one surety of $50 for three months, and the girl was allowed to go home to her native place with a villager, who was in Court.

BEFORE C. MAY, ESQ.

STEALING NAILS.

Chinese constable No. 215 charged one Ho Ahing with the unlawful possession of four catties of composition nails, at Aberdeen.

The case being proved, defendant was fined 60s.

STEALING A SHEET OF YELLOW METAL.

A workman at Aberdeen Docks was charged by Mr. Collinson, of the P.M.S.S. *Alaska*, with fraudulently obtaining a sheet of yellow metal, the property of the ship.

The charge being proved, the defendant was sent to two months' hard labour.

NAILS.

Another Chinese workman, on the *Alaska*, was caught with a quantity composition nails on his person. Defendant was sent to two months' hard labour.

The chief officer of the *Alaska* charged another workman on board with attempting to leave the docks with some nails in his pocket, and he was sent to three months' hard labour.

A Quartermaster on board the *Alaska* charged another carpenter, at work on board, with attempting to get out of the docks with pounds of nails in his possession. Def[endant] was sent to four months' hard labour.

PIRACY.

The case in which two men were charged with piracy off Cape D'Aguilar, came on again, and, after further evidence had been taken, the case was sent for trial at the Supreme Court.

MARINE MAGISTRATE'S COURT.

7th September.

BEFORE H. G. THOMSETT, ESQ., R.N.

THE "ARGONAUT."

Alex. Cameron, master of the British ship *Argonaut*, charged James Ives, a seaman on board, with going on shore several times without leave, and also with being insolent and attempting to strike him.

Defendant was sent to three days' hard labour.

INQUEST.

An inquest was held yesterday afternoon, at the Civil Hospital, before James Russell, Esq., coroner, and a jury, consisting of Messrs. C. D. Weeks, C. E. Collings, and A. A. de Carvalho, on the body of Baptista Nunes, who had been employed as a steward at the Bath House.

Christian Kress, barkeeper at the Liverpool Arms, said deceased lived in the house with his wife. On Sunday he went out, saying "Oh, I cannot stay in his house, there are too many masters here." Witness had refused him drink, as he was already under the influence of liquor. At twenty minutes to 10 the deceased returned to the house like a drunken man, in a chair. Witness asked Borges, the master, what was to be done with him, and he said "take him upstairs." The deceased made no motion, but he was not dead. His wife was upstairs. The chair coolies said the deceased had been to Mariano Fernandez, who was his friend.

The wife of the deceased, named M. de Silva, said her husband had suffered the last few days from diarrhœa, and that he had drank recently very freely. He died on Sunday night.

Mariano Fernandez said, the deceased came to his house to see him on Sunday morning, and had a glass of brandy. He came again at 9 p.m. in liquor, and said he wanted a night's lodging as he had no money. Witness advised him to go away home and procured a chair for him. He received no drink the second time.

Donald McDonald, P.C. No. 55, deposed to being called into the Liverpool Arms, where he found the deceased dead. The opium box produced was in his pocket.

C. Kress, recalled, said the deceased never used opium.

Mr. W. S. Clapham, Superintendent of the Hospital, deposed to the body being brought to the hospital on Sunday night. He examined it next morning and found only a bruise externally. The *post mortem* examination shewed congestion of the brain. The other organs of the body were healthy. He could find no trace of poison in the stomach. He was of opinion that the deceased died from congestion of the brain.

The jury then returned a verdict of "Death from natural causes."

THE PROJECTED CENTRAL ASIA RAILWAY.

M. Ferdinand de Lesseps, at a recent meeting of the Geographical Society of Paris, gave some information with regard to the projected Central Asiatic Railway, and the encouragement which he has received from the Czar and his Ministers, and from influential persons in this country. M. Charles de Lesseps, after meeting with a favourable reception from the authorities in India, has visited Cashmere, and has proved the impracticability of the route originally proposed from Orenburg through Samarcand, the Hindoo Koosh, and the Cabool valley to Peshawur, chiefly due to the barbarous condition of the population of Afghanistan. M. Charles de Lesseps proposes, therefore, to adopt an easterly route, in connexion with the line in course of construction between Moscow and Siberia, through the Sir-Daria valley to Tashkend (which has flourished under the Russian *régime*, and now has a population of 200,000), skirting the lofty table-lands of Pamir, and passing thence to Kashgar, Yarkand, and Cashmere. The engineers considered this the safest route, especially as the new Government at Cashmere seems determined to tread in the paths of civilization, and has given great facilities for trade, of which the English in India have not been slow to avail themselves. The route now proposed, seems to lose in topographical advantages what it gains in safety of communication. It has to cross several lofty mountain-chains—the Mouz-Dagh, the western spurs of the Kuen-Lun, and Karakorum ranges, and the Himalayas. But the difficulties do not seem insuperable; and, if successful, this line will give fresh life to once powerful countries, and possibly change the face of the world.—*Academy.*

ANOTHER INSTANCE OF THE INCAPACITY FOR FORMING OPINIONS ON PASSING POLITICAL EVENTS IN CHINA.

The *Pall Mall Gazette* has the following:—"Another instance of the incapacity for forming opinions on passing political events in China, which has so often been shown by the foreign mercantile communities in that country, has been displayed by the French merchants at Shanghai on the subject of the recent uprising of the Ningpo men against the rulers of the French settlement. It will be remembered that a proposal made by the municipal council to construct a road through the Ningpo burial-ground led to a riotous outbreak, which ended in the destruction of some French-owned property and in considerable loss of life on the side of the Chinamen. The attention of M. Godeaux, the French Consul-General, was thus forcibly called to the question in dispute, and having a due regard for the religious prejudices of the people, he at once issued a proclamation announcing his intention of putting an end to the obnoxious scheme. This timely concession was welcomed by the aggrieved parties as an act of friendly consideration, and to show their sense of the spirit in which they believed it to have been granted, they, in token of their gratitude, determined to present him with a *wan min shan*, or "ten thousand people's umbrella," a mark of goodwill which it is customary only to award to such mandarins as have by their impartial administration of justice gained the regard and esteem of the people under them. This indicates sufficiently plain the view they took of M. Godeaux's conduct; but how did the *French* merchants regard it? They also held a meeting, at which it was affirmed that the concession would have the very opposite effect on the minds of the late rioters to that which we have seen it had. They therefore addressed a strong protest to M. Godeaux, in which they stated that until the appearance of the proclamation they had always believed that his first care had been to protect their interests; that now they were *cruellement désrompés*, and that they protested against an act which would be interpreted by the Chinese as one of feebleness and humility, and which would place their goods and lives in danger of fresh attacks. Let us hope that the continued quiet which has since reigned in the settlement and the sight of their consul sitting under the shade of his own "ten thousand people's umbrella" will furnish them with a lesson for their future guidance."

[The recent news from Tientsin shows, at all events, that it has furnished a lesson to the Chinese for *their* future guidance.—*Ed. D.P.*]

SALUTATIONS.—The Hebrew salutation was "Peace!" the ancient Greeks, "Rejoice!" The modern use the form, "What doest thou?" In Germany, "How do you find yourself?" and in some parts of the country they invariably kiss the hand of all the ladies of their acquaintance whom they meet. In Spain, "How goes it?" and Spanish grandees wear their hats in the presence of their sovereign, to show that they are not so much subject to him as the rest of the nation. When the royal carriage passes, it is the rule to throw open the cloak, to show that the person is unarmed.

BOTHERING THE LAWYER.—During the progress of the trial of the case of a widow against a railroad company, counsel for the defendant conceived the idea that one Murphy, a witness for the plaintiff was a suitor for the hand of the widow, and on the eve of leading her to the altar. Getting Murphy in the witness-box, the lawyer endeavoured to bring this fact before the jury.—"Mr. Murphy, are you related to plaintiff?"—"No, sir, I am not."—"Don't you expect to be?"—"Such a thing might happen." —"Now, are you not going to marry her?"—"I'm afraid not."—"You are afraid you won't, eh? Well, now, don't you expect to marry her?"—"If my wife should die, and the widow remain single till then, such a thing might happen!"—The jurors and spectators burst into a roar of laughter, and the counsel had nothing more to say on the matrimonial question.

[…]L OF THE FRENCH MAIL.

[…]essageries Maritimes steamer *Ama*[…] [C]aptain Pointel, from Marseilles 2nd August, via Port Said, Suez, Aden, and Galle 23rd, Singapore 29th and Saigon the 3rd inst., arrived on Sunday night, but was only able to enter the harbour early yesterday morning. The following telegrams have not yet been published here:—

(*From the Ceylon Observer.*)

LONDON, 10th August.

Colonel John Douglas Campbell has been gazetted Major-General *vice* Major-General Tremenheere, who retires upon pension.

The Egyptian Government have reduced the Coal duty to one per cent.

MADRID, 13th August.

Zabala has resumed the offensive, and General Moriones has defeated eighteen Carlist battalions after several hours fighting, and has captured Oteiza.

LONDON, 14th August.

Mutta Coomaraswamy, of Ceylon, has been knighted.

LONDON, 15th August.

Major-General Alexander Low has been gazetted Colonel of the Second Dragoons *vice* Major-General Henry Dalrymple White, transferred to the Coloneley of the Sixth Dragoons.

Don Carlos has published a Manifesto to the Great Powers in which he refutes calumnies, and justifies the severities committed. He concludes by saying that he is confident of the approaching success of his cause.

Obituary.—Sir James Lindsay.

PARIS, 17th August.

The Bonapartist candidate for Calvados has an insufficient majority.

Italy and Belgium have recognised Spain.

Marshal Bazaine has arrived at Cologne.

Count Jarnac has been appointed French Ambassador in London.

The Carlists have cut the Madrid and Saragossa Railway.

LONDON, 17th August.

Obituary.—Bishop Sumner.

LONDON, 18th August.

Madame Bazaine declares that she had no accomplice except her nephew.

The story of the Marshal's escape by a rope ladder is discredited.

Later returns from Calvados show a large majority in favour of the Bonapartist candidate.

LONDON, 20th August.

The Brussels Congress has abandoned the Russian programme and adopted an extension of the Geneva Convention.

Marshal Macmahon is making an official tour through Brittany.

THE PLAGUE OF POISONOUS FLIES.

A strange and terrible plague of flies seems to have broken out in the neighbourhood of Berlin. It is said to have its origin in a murrain or disease of some sort which has attacked the deer in the Royal parks and preserves. Many horses and even a few human beings—amongst them an officer and some children—are said to have been stung by the flies and to have died in consequence. Dr. Listreich has injected some of the blood of one of the diseased deer into the veins of a rabbit, and poor "bunny" has succumbed, whilst sheep are alleged to be impervious to the malady. The local authorities wanted to bury or burn the dead bodies of the animals; but Dr. Virchow says that burial is not sufficient, as the maggots bred in the diseased animals may work their way to the surface of the earth, and so become flies. But he thinks that the flies being themselves diseased could not live long or fly far.

DESTRUCTION OF THE LIVERPOOL LANDING STAGE.

The most disastrous fire that has ever occurred in connection with the Port of Liverpool broke out on Tuesday, the 28th July, and resulted in the destruction of the landing stage, the most extensive and magnificent structure of the kind in the world. The fire broke out about ten minutes past 3 p.m., and so rapid was its spread that in less than half-an-hour afterwards the entire population of both sides of the river were made aware of the fact, by the rising of dense volumes of smoke, that in the neighbourhood of the river a fire of great magnitude had broken out. Soon the incredible story went round that it was the landing stage which was on fire; but the possibility that a floating structure, isolated but for the iron bridges connecting it with the piers from every other structure, could be the scene of a gigantic conflagration could scarcely find place in the ordinary mind. Liverpool will not soon forget the alarm this looming mass of smoke rising from the river at first occasioned. The river itself was thickly studded with craft, ferry boats and tugs innumerable. The landing stage had been immensely thronged during the day, and it was in the very height of the commotion that the alarm of fire was raised—an alarm that left the least possible interval for saving anything from inevitable destruction. The whole length of the stage, which had been recently completed by the addition of a new portion joining the old George's and the more recent Prince's stage, was nearly a quarter of a mile. The cost of the structure was about a quarter of a million sterling. The fire continued to burn throughout the night, there was little hope of saving anything except the new Pontoon Bridge, which runs far in towards the street. This structure in itself is valued at about £25,000. The spectacle was grand and would have been terribly so had darkness prevailed instead of the sky being clear and almost unclouded. The wind was light from the north-west, but gradually freshening, and it carried the smoke with it southwards. At this time a portion of the stage to the southward of the embankment was burning brightly the flames being red and clear, with comparatively little smoke, while the northern half was wrapped in impenetrable smoke, through which lurid flames played only at intervals. Just beyond could be seen the tall masts of the shipping in the Prince's Dock. The quays, both to the north and the south, were crowded with spectators. During the whole of Wednesday the fire continued to smoulder, and at places broke out into a fierce flame. The fire has swept along the whole length of the stages, with the exception of a few yards at the north end; and all the wooden beams and other supports are completely burnt, or so charred as to be almost useless; while the "deck," or flooring, is burnt out every few yards in great crater-like holes, through which the pontoons and the water can be seen. The floating bridge has been saved, the only portion damaged being the section immediately adjoining the burning stage; and the bridges connecting the stage with the quay wall have also escaped without much material damage, though a good deal of the woodwork has been destroyed. The south end of the stage, which was only recently placed in position, and which was not floored over, has been completely destroyed, as the flames found free course amongst the woodwork. The accidents have fortunately been very slight. The ferry traffic across the river was seriously disorganised by the fire; but the various companies have made complete temporary arrangements, using the piers and walls to the north and south of the stage. The large number of emigrants who usually embark for the ocean steamers from the Prince's stage suffered considerable inconvenience at first; but it has now been arranged to embark them from the Waterloo Pier.

THE VALUE OF LOST PROPERTY.

In connection with the recent serious fire at Liverpool, an amusing incident has occurred which illustrates one of the most common frailties of humanity. On the Landing-stage which had been destroyed stood a luggage depot, wherein passengers to and from the different boats were wont to deposit their parcels. A considerable number of the parcels stored there at the time of the fire were unhappily lost, and amongst those who were supposed to have suffered was the owner of a small carpet bag. His account of the loss made it indeed seem to be deplorable, for he no sooner heard of the destruction of his bag than he revealed the astounding fact that its worth was upwards of £100. We scarcely know whether to sympathise most with him for the extent of his loss or for the dismay with which he learned that the missing bag had been discovered among the goods saved from the fire. On opening it there were found inside "two shirts, three pairs of stockings, and an old waistcoat." It was evident, even to the owner himself, that he had over-estimated the worth of his bag and its contents. The sad separation from these stockings and this waistcoat had induced him to take an exaggerated idea of their value, which cannot, we presume, be made to approach to the sum named. The incident ought to make all carriers very careful of goods entrusted to their care.

CHINESE TREATIES AND NAVIGATION.

A question was asked in the House of Commons a few days ago as to the action of the Chinese Government respecting the Woosung Bar, which obstructs the navigation of the river leading to Shanghae. The contention of the Shanghae merchants is that the Chinese Government is bound by treaty to erect whatever lighthouses, beacons, &c., may be required, devoting the whole of the tonnage dues to that end, or more if necessary. Upon this view, charges are founded of a breach of faith by the non-appropriation, or misappropriation, of the tonnage dues. And so gross has the case appeared to the parties concerned that it has been proposed that the whole matter should be taken out of the control of the Chinese, and all the tonnage dues on foreign shipping handed over to a mixed commission of consuls and merchants—a committee of foreigners, in fact—to deal with as they may think fit in buoying, lighting, and dredging the approaches to the treaty ports. To this pretension and the complaints of the mercantile communities—more or less definitely formulated by the British Minister at Peking and his colleagues at the other Legations, as may be gathered from parliamentary papers just issued, the Chinese Government take exception. Both allegations, they maintain, are mistaken. The treaty imposes no such obligation upon them as has been affirmed; and they have in effect voluntarily devoted a large portion, or the whole, of the proceeds of the tonnage dues for many years, under the best advice to be obtained, in order to meet the wants of trade, and provide for the security of shipping on their coast. In confirmation they refer to the state of things before the first treaty, and subsequently to its express provisions, as well as those of all succeeding treaties or conventions. They point out that when the first treaty was entered into at Nanking, in 1842, foreign shipping frequented the port of Canton alone, and was subject to heavy and fluctuating port charges levied on all vessels through a Co-Hong composed of Chinese merchants, and licensed as monopolists, to carry on foreign trade. To remedy the evils attaching to such a system the monopoly was abolished, and Sir Henry Pottinger, the negotiator of the first treaty, arranged that the port charges should in like manner be done away with, and a single tax substituted, to be a fixed sum per ton on the registered burden of every vessel. This stipulation, it is maintained, did nothing more than replace heavy port charges, which were always unequal and apt to be uncertain in amount, by fixed and moderate tonnage dues. The Chinese Government was neither invited nor pledged to build lighthouses, erect beacons, or provide any additional facilities for shipping in return for such treaty regulated tonnage dues. On the contrary, there was plainly something very like an express understanding that China was not expected to apply such tonnage dues to the lighting of the coast or improvement of navigation. This is shown by the words of Sir Henry Pottinger himself, who, on the 26th of January, 1843, in a memorandum addressed to the Chinese Imperial Commissioners, Ki-li-pu and his colleagues, gives the following reason for the lightness of the tonnage dues which he proposed:—"In considering the anchorage and harbour charges, it is to be borne in mind that the Government of China has hitherto done nothing towards facilitating commercial intercourse by building lighthouses, laying down buoys or moorings, and erecting beacons; and therefore it necessarily follows that these charges should be exceedingly light and equally well-defined as the duties." Nor do we see what other construction can be put upon this declaration from our plenipotentiary than the obvious one that what he wanted, and was bent on providing for, was not the lighting of the coast, but merely that there should be a moderate and fixed port tax instead of one that was heavy and fluctuating? After the English came the American and the French treaties, and in each was repeated in principle the same arrangement. These later treaties stipulated for sundry exemptions from tonnage dues, but neither the one nor the other made it in any way obligatory on China to apply a single cash of the sum paid as tonnage dues to any purpose connected with the interests of foreign shipping. So contends the Government by its representative, the Inspector-General of Customs, in a printed memorandum devoted to the subject in 1867; and so far as we aware, the perfect truth of these distinct averments and citations has never been contested by merchant or journalist in China. They are, in fact, indisputable.

From that time until the ratification of the Tientsin treaties of 1858 in 1860, the stipulations of the treaties of 1842-3 ruled in the matter of tonnage dues. During this period it is shown that, although not obliged to appropriate any of the amount collected towards facilitating the movements of shipping, they nevertheless began to do something in that direction in 1855, when for the first time they were shown in what way facilities could be afforded. They were in plain truth in absolute ignorance of any want of such things as lights. Their own junks had never required them during twenty preceding centuries. Such facilities for navigation were among the many novel and costly requirements which the foreign trade imposed upon them by treaties, alone originated. Setting aside the declaration made in 1843 that the tonnage dues were to be moderate, because there were no such facilities provided, the Chinese Government may well be excused if they were equally ignorant of the want, and any obligation to supply it from their own funds. They might, indeed, have been very naturally confirmed in this ignorance, when the plenipotentiaries who followed in 1858 and 1860 made the charge still lighter, reducing it from five to four mace per ton, and stipulating that coasting vessels—the very vessels to be most benefitted by coast lights, &c., and therefore, if tonnage dues are to provide lights, the vessels that ought to be most heavily taxed—should only pay even that reduced duty once every four months. The Tientsin treaties can scarcely be said to have gone further in stipulating for the improvement of navigation than their predecessors. It is true that while they stopped short of imposing any obligation on China—and even diminished the funds receivable for such purposes—they took the opportunity of hinting that any such expenditure should come out of the tonnage dues. In one article it is stipulated that "the consuls and the superintendents of Customs shall consult together regarding the erection of beacons or lighthouses, and the distribution of buoys and lightships as occasion may demand;" and a rule appended to the tariff adds, "The maintenance of which shall be provided for out of the tonnage dues." Here, for the first time, *the erection of beacons, lighthouses, &c.*, is distinctly contemplated, and an obligation is thrown upon the Chinese to provide for their maintenance out of the tonnage dues when once erected. But it is neither stated nor implied, that the Chinese Government was bound to provide the first cost of erecting the one or furnishing the other. That their officers should consult with the foreign officials as to their desirability and situation or, any other conditions, no more devolves this pecuniary responsibility upon the Chinese officials than upon the foreign consuls, the other consulting parties. The stipulation that their maintenance should be provided out of the tonnage dues it may even be fairly contended implies, that while such things are to be provided from some other fund, the maintenance of the same is not to demand more than a part of the tonnage dues. This, however, is only a minor contention, and by no means material to the main point at issue between the merchants and the Chinese Government, which is whether there is or is not any treaty stipulation which lays upon the Chinese, by any plain or fair interpretation, the obligation of providing beacons lighthouses, or other facilities for the navigation of their coasts.

Whether apart from treaty stipulations and engagements the Chinese are not, like all other, and in the same degree as other, Governments, bound to take into consideration the interests and requirements of shipping and trade from which they derive a considerable revenue, and other advantages, is not the question primarily raised, nor whether they have or have not done all in their power, or might reasonably be required of them in this direction. Because partial failure on either of these counts would not constitute a violation of treaties, nor amount to a breach of good faith, which is what they are habitually charged with in no very measured terms both in memorials and local newspaper articles advocating the cause of the foreign merchant. What the Chinese Government may legitimately be called upon by the treaty Powers to do, on grounds of international comity and usage among Western States, is one thing, and what they can rightly be compelled to perform in fulfilment of treaty stipulations is another, and it is clear by the wording and plain purport of the treaties already referred to, that no such obligation as the merchants would insist upon has any existence. If doubt could be entertained, it would only be necessary to reverse the case, and ask what would be the answer of France or Germany if a similar claim were put forward by foreign merchants trading at their ports, with no better foundation than the treaties with China afford? Are there no ports that might be improved, or where harbours might be removed, or additional lights and beacons, &c., be advantageously supplied by an unlimited expenditure of money? But in these cases does any State imperiously demand of another that such work shall forthwith be undertaken for the benefit of foreign trade and shipping? How should we ourselves meet such a demand? It may not be possible to prevent individuals from using two weights in their balances with Eastern nations, but Governments must not lend themselves to such proceedings. For ourselves, we have full confidence in Lord Derby, and feel assured that he will sanction no representation being made to the Chinese Government which might not fitly be made, under similar circumstances, to any other Power.

It should in justice be stated that by the last returns published it appears the Chinese have, since the last treaties were ratified in 1862, established and efficiently maintained forty-four lightships and lighthouses—some of those of a very costly kind—thirty-seven beacons, and laid down twenty-six buoys, all of the best description. For this service they incur an expense of £20,000 a year, and have expended about £155,385, while the whole amount of tonnage dues collected annually does not average more than £70,000.—*Pall Mall Gazette.*

ESTATES IN SOUTH AMERICA.

During and at the close of the late civil war, numbers of Northern people went to the South and bought the estates of Confederate sympathizers which were confiscated and sold. A recent decision of the Supreme Court has caused quite a flutter among these buyers. The United States' Constitution says that "no attainder of treason shall work corruption of blood or forfeiture, except during the life of the person attainted;" and in accordance with this the Supreme Court decided that the buyers of confiscated real estate have only a tenure therein during the life of the person whose lands were sold. The result is that in several cases the former owners have been able to buy back their lands. The value of a life interest is a very uncertain thing, but in some cases as much as one-half the present appraised value is paid in buying back, though the price is usually less, especially when the former owner is advanced in years.

CHOLERA AND VESSELS.

The reports that have reached us as to the Conference on Cholera now sitting at Vienna have up to the present time been very fragmentary and unsatisfactory. But the *Shipping Gazette* appears to have obtained a verbatim copy of the report on sea quarantine, read before the Conference on the 13th inst., the chief items of which point to the practicability of establishing, by international agreement, and by a systematic surveillance at all ports and harbours in Europe, an efficient substitute of the old, irksome, and inefficient quarantine still practised by some continental Power. The arrangements recommended consist mainly—1, in a strict medical examination at the entrance of every port of all vessels that arrive from places infected with, or suspected of cholera; 2, the immediate granting of pratique to all vessels the crew and passengers of which are found healthy; 3, the removal and isolation of sick or suspected persons to a proper establishment provided for the purpose; 4, the fumigation of the ship, and the disinfection or destruction of clothes and bedding, when necessary; 5, the maintenance of a sufficient staff of officers to carry out the above regulations promptly and efficiently, without detriment to commercial interests. Most of the objects above indicated were compassed, as far as Great Britain is concerned, by an Order in Council issued twelve months ago; but, inasmuch as the order was variously interpreted and as variously acted upon by the port sanitary authorities to whom it was addressed, the working result were partial and therefore almost useless. It appears, however, that the members of the Conference have taken a good many leaves out of the book of this order, and that the practical working of the measures indicated would be successful, if adopted in their entirety, at all European as well as British ports.—*Pall Mall Gazette.*

A DEMON.

A very painful case was heard recently at the Clerkenwell police court. An actress known, it was stated, by the name of the "female demon," owing to her having performed in that interesting character at one of the Christmas pantomimes, was charged with being drunk and disorderly in Liverpool-street, Islington. It appears that on Tuesday night the demon was discovered by a police-constable lying on a doorstep, overcome by liquor.

Her eyes had all the seeming
Of a demon that is dreaming,

but her tongue was as active and restless as that of an ordinary mortal, for she was making use of bad language—so bad, indeed, that the constable, preferring that other ears should be shocked than his own, begged her to "move on." This, however, the demon resolutely refused to do, and on being taken into custody "was very resolute and fought like a man." The demon, it was stated, is apt to be disorderly at times, and has an inconvenient habit of getting intoxicated and dancing about the streets. At the same time it must be admitted if the explanation she gave of her condition and conduct on Tuesday night be correct, she was on that occasion more to be pitied than blamed. "She was," she said, "very sorry, but felt confident that the little refreshment she had taken had been drugged." The magistrate declined to accept this startling statement as sufficient excuse, and fined the demon five shillings, or in default sentenced her to captivity for five days; but, assuming her version of the affair to be correct, it is impossible to express too strongly a hope that for the sake of the police and the public, whose interests in this matter are identical, no one will again be unprincipled enough to drug the slender refreshment of the female demon.—*Pall Mall Gazette.*

LOSSES OF STEAMSHIPS.

The *Times* remarks that since the middle of last year seven large steamers have been totally wrecked, representing a loss to the underwriters of a million sterling, and refers to the disastrous balance-sheets of certain marine insurance companies, which for the past year or two have scarcely paid any dividend at all. In fact, of late years the business of underwriting, unless conducted under a systematic restriction of the individual guarantees and in the most cautious manner, has been unusually hazardous. The peculiar system which characterises it has hitherto permitted enormous risks at comparatively low premiums. The general public may be scarcely aware of the extent of liability covered by the ordinary English underwriter's contract. The view taken of the question by the public will probably be that the underwriters and insurance companies have the remedy in their own hands. Merchants must expect a speedy and considerable rise in the rates of insurance. Excellent in general as the *Times* believes the condition of the highest class in the merchant service to be, it is probable that even here there is inefficiency in some cases, and it is notorious that in the lower class this inefficiency is exceedingly common. Character in the officers should be kept up to as high a standard as is practicable. There should also clearly be some well-understood but not rigid proportion between the tonnage of the vessel and the number of seamen employed. A case has been known where a steamship of fifteen hundred tons was sent from Liverpool with only eight deck hands on board. Lastly, we concur in thinking that some effectual aid might be rendered in the matter by the Legislature. Over fifty per cent. of these casualties are calculated to have been caused by the carelessness of the captains. In addition to the security which the underwriters would obtain by such measures, Parliament might well make the culpable loss of a ship or steamer punishable in various ways. That the existing provisions of this nature are insufficient the growing character of the evil shows.

Mr. Duncan C. Dallas is producing, by his method of photographic engraving known as Dallastype, a reduced facsimile of the First Folio of Shakespeare's Plays (1623), in crown octavo. The size is an exceedingly small for a double-columned book, but that the new edition must prove more convenient than a working handbook like Mr. Lionel Booth's well-known quarto reprint. But one great convenience of Mr. Dallas's plan is, that he proposes to issue the plays separately, at two shillings apiece. The first, double part, will be ready next December. The price for the whole book is three guineas. Mr. Trübner is to publish it.

THE LAST BREACH OF PROMISE CASE.

(Daily News.)

Novelists are frequently advised by thoughtless persons to leave off telling tales about courtship and love-making, and deal with other and quite as important interests in life. Is there nothing noteworthy in a man's career but the steps which lead up to his getting married? To such questions and remonstrances, however, the novelist has a ready reply. He does not believe that the only thing worth hearing about a man is how he set about the business of getting a wife, but he does believe that at no other time are the diversities and peculiarities of character so openly revealed. In the endless complications to which the engagement of the most commonplace young man and the silliest of young women may give rise, the weak or strong points of everybody immediately connected with them, as well as of themselves, are brought into prominent relief. Jealousy, cupidity, generosity, ambition, and now and again a glow of imaginative tenderness—these varied skeins of passion and feeling are all woven into the story of this brief episode; and hence the fashion in which novel readers have come to look on the selection of this period in a man's life as the most natural thing in the world. It is probably the same sort of interest that attaches to such stories of breach of promise of marriage as appear in our law-courts. It would be the greatest mistake to suppose that people are attracted to such revelations by a love of scandal or by a morbid curiosity. The curiosity is quite legitimate. All the narrative forms of literature are based on the fact that each man in the world is anxious to know how his neighbours act, and what they think. He has acted so-and-so in particular circumstances; what do other people do? The names of the persons in an ordinary breach of promise case are as nothing to those who read the story with attention. Algebraic symbols would do quite as well. Here are people who have faced certain important problems of life; who have hoped, suffered, and been disappointed; who have shown themselves forgiving and generous; who have made fools of themselves. The characters in fiction may be acting out a possible or even real story; of the reality of this story there can be no doubt. Of course it would be injudicious to make any hasty generalisations from these legal tales. He would form a very false view of life who studied it only in the revelations of the Divorce Court. But in trials for "breach," it is clear at all events that certain people have acted in the manner described, and if the reader has not at one period of his life written nonsense verses, and generally conducted himself as if he had just got out of Hanwell, he is moved with gratitude to a bountiful Providence that has gifted him with a greater prudence than falls to the common lot.

One of the latest of these real romances deals with a hero and heroine in a sufficiently commonplace sphere of life; and yet the story is instructive. The plaintiff, a young woman twenty-four years of age, was daughter of a widow who keeps a public-house. The defendant was the son of a farmer, was six years her senior, and what is called "well-to-do in the world." They had known each other from childhood. In 1868, with the consent of the parents on both sides, they became engaged; and, for a time, apparently all went well. In June of the following year, however, the fickle farmer changed his mind and thought he would like the engagement to cease; to which the young woman, without angry protest or threat of legal proceedings, most generously consented. Five weeks later, however, the engagement was renewed. In December the doubting farmer again came to the young lady, and told her he feared he did not love her as well as he ought; and again she accepted this frank confession in good part, gave up the engagement, and returned him his presents, the engaged ring, and other articles of jewellery. In all this the young woman appears to have acted with great patience and forbearance. Perhaps she was a Griselda in humble life, and likely to suffer. Perhaps she really loved the man. At all events, this most inconstant person, who was miserable until he was released from his engagement, and then miserable until it was renewed again, by and by came to her a third time. She very properly refused to see him; but at length she relented. When she told him how cruelly he had treated her he began to cry, said he was wretched, and threatened to drown himself. Some people may think it a pity she did not leave him to carry out his intention; but once more she forgave him; they were engaged again, and the presents sent back to her. For awhile sunshine beamed over the happy pair; and the farmer, when absent from her, was good enough to compose letters which contained some forced expressions of affection along with a good deal of dull facetiousness. What Griselda thought of her lover's jocularity is not stated; but one does not expect a sportive farmer to be a Douglas Jerrold or a Sheridan. Then again he cooled. Such letters as he was able to write reached her no more; and finally he broke off the engagement without offering any excuse whatever. He asked her for the engaged ring, which she refused to give up. "If you dare to bring an action against me," said the facetious farmer, suddenly grown brutal, "I will expose you and all your family." The mother of the girl, who happened to be present, replied thus: "You have nothing to expose. You will leave us just as you found us, only that you have made us all very unhappy."

As the case is over, and as no opinion of ours can now influence the decision of the jury, we may say that we are glad that these twelve honest Britons forthwith called upon the farmer to pay £1,000 damages; while the Judge, in summing up the case, remarked that "in the longest experience of any man living, at the Bar and on the Bench, he had never observed more heartless treatment of a woman by a man." The opinion of the Judge and the verdict of the jury doubtless represent the rough justice of the case; and yet it is easy to see how the farmer, if only he had suppressed his painful facetiousness, might have appealed to public sympathy on the score of hereditary or congenital indecision. This Hamlet among swedes and mangel-wurtzel might have represented himself as pining in sorrow when his sweetheart was separated from him and beyond the reach of his hopes; and at the same time overwhelmed with an awful sense of doubt and of responsibility as soon as she admitted him again to her favour. He was obviously sincere at certain times. He wept when he appealed to her compassion, and when he threatened to throw himself off a bridge. Did he love her too well to contemplate her being the bride of another; and yet not quite well enough to make him sure of marrying her himself? As for the young woman, the sympathy of the public will undoubtedly go with her; and it may be said that she is more fortunate in having that £1,000 than her fickle Thomas for a husband. Her patience is one of the oddest features in the case. She was clearly not one of the young women who enter affectionate relations with a man with a clear perception of all possible contingencies, who get from him statements of his income along with protestations of eternal love, and who, on the first symptom of coolness, ask him whether he would prefer to have the whole affair put into the hands of a solicitor. In a great many cases of breach of promise of marriage, with heavy damages against the defendant, one has to say that the man has been served rightly, while according no special sympathy to the woman who has come into court. In the case we have mentioned above, however, it would have been a great pity if the culprit had escaped. There was no shadow of justification for his conduct. Again and again he was treated with the greatest kindness and forbearance by the woman whose feelings he had repeatedly outraged; and although, as the Judge pointed out, it was not the business of the jury to punish the defendant for his heartless treatment, we are glad that the damages awarded were such as will probably prevent the young farmer from giving way to his sentimental vacillation for some time to come.

"WHAT IS WOMAN?"—A gentleman once asked, "What is woman?"—When a married man replied: "She is an essay on goodness and grace, in one volume, elegantly bound. Although it may be dear, every man should have a copy of it."

Parisian ladies are wearing earrings representing monkeys, guinea-pigs, lizards, chandeliers with candles in them, birdcages, with birds within, tortoises, spades, spurs, tongs, officers' epaulettes, &c. The effect is not pleasing. On the contrary.—*Pictorial World.*

As a boy was exercising his dog in a field at the back of his father's garden, it happened that the animal trespassed upon the premises of a coal merchant, upon which the man threatened to shoot the dog if the boy did not keep it within bounds.—"You shoot him?" said the boy, with a wicked look. "You couldn't; you never shot anything in your life but a sack of coals."

HOT AIR AND COOL ROOMS.

Because, when the air of the streets marks 80 or 40 degrees on the Fahrenheit scale, a room over-warmed by a fire can be cooled by opening the windows, the average British householder adopts the ready conclusion that whenever a room feels hot the way to cool it is let in the external air. Accordingly in these piping times he, and still more often she, opens the windows on the sunny side of the house, and lets in air of a temperature varying from 100 to 1 0 degrees, or so. Then, because in a very short time the room, naturally enough, becomes much hotter than it was, it is considered that the windows are not opened widely enough, and the supposed error being remedied, a still larger quantity of hot air is then let in. And so we find Materfamilias sitting with a very light muslin upon her frame, and a great deal of perspiration upon her upper lip, her face the colour of an Orleans plum, and her condition of mind to the last degree dejected, simply because she persists in disregarding the most elementary principles of natural philosophy. We (*Lancet*) tell her that if she will open the windows on the shady side of the house only, and keep the others closely shut, her dwelling will be at least not hotter than the shady side of the street, whereas by her arrangement it acquires the heat of the sunny side. We tell her also that if her house be large and the inmates few, she may live in a delightful state of coolness by only opening the windows at night, and keeping them closed during the day. Her house will then be some 10 or 15 degrees lower in temperature than the streets, and convey very much the refreshing effects of a cool bath upon entering it. We tell her all this, and she is very much interested. At our next visit we find every window open, and the house full of red-hot air. "It stands to reason," she says, triumphantly, "that you cannot possibly cool a house without plenty of ventilation."

HOW THE EMPEROR WILLIAM LIVES.

A correspondent of the *Deutsche Nachrichten* gives the following particulars, gleaned from an official at the Court:—"The Emperor generally gets up early, at half-past five or six o'clock, washes himself in cold water, and breakfasts about eight, or rather drinks a cup of coffee then, with the yolk of three eggs mixed with sugar. Half-an-hour afterwards he gives the first interviews to the Ministers, who make their reports. This lasts two to three hours generally. At half-past eleven o'clock a *déjeûner à la fourchette* is served, consisting of meat, broth, cutlets, and if possible of asparagus. At five o'clock he dines, and usually eats nothing but meat at this meal. Bismarck and Moltke he treats with the greatest familiarity. Both have the right to demand admittance to his presence at any moment, whereas the other gentlemen of the Court are obliged to request an interview. But of these there is yet one exception, and he is old Dr. von Lauer. He is a proper physician, such an one as is not easy to find. He watches over our Royal master with Argus eyes. 'But one thing on earth have I to which I am attached, devoted body and soul, and that is my Emperor,' says Dr. von Lauer—that is his device. So great is his care and attention that he is almost the slave of his physician. I am the first to enter his Majesty's sleeping apartment in the morning, and directly after me comes the doctor, who makes the most minute inquires as to the Emperor's health, and if he finds the slightest symptoms of a cold the old gentleman is obliged to stay indoors. One of the best qualities of our Emperor is that he follows the advice of all good counsellors, and so he submits to the wishes of our good Dr. von Lauer, and one word from the latter is sufficient to induce the Emperor to postpone a journey, to give up a drive, or review, &c. His Majesty usually takes a drive at noon, either alone or in the company of his daughter, the Grand Duchess of Baden, who is very often in Berlin, and to whom he is exceedingly attached."

COMMERCIAL INTELLIGENCE.

SEPTEMBER 7TH, EVENING.

Patna $580 cash, and $585 for high numbers, 24,000 and over; a fair amount of business has been done: sales $580 to $582½ sellers cash, and a little cheaper from Chinese hands. No change in Malwa.

EXPORT CARGOES.

Per steamship *Hector*, for London:—
Congou, 319,256 lbs.; Scented Orange Pekoe, 3,843 lbs.—Total 323,099 lbs.

FROM SWATOW.

Souchong, 1,680 lbs.; Oolong, 27,889 lbs.; Scented Orange Pekoe, 3,977 lbs.—Total 33,546 lbs.

FROM AMOY.

Oolong, 9,064 lbs.

EXCHANGE.

ON LONDON.—
Bank Bills, on demand, ... 4/0½
Bank Bills, at 30 days' sight, 4/1
Bank Bills, at 6 months' sight, 4/1½
Credits, at 6 months' sight...... 4/2½
Documentary Bills, at 6 months' sight 4/2½
ON BOMBAY.—Bank, 3 days' sight 221½
ON CALCUTTA.—Bank, 3 days' sight 221½
ON SHANGHAI.—
Bank, sight 72½
Private, 30 days' sight 73

SHARES.

Hongkong and Shanghai Bank Shares.—8 per cent. premium.
Union Insurance Society of Canton, new shares—$60 per share premium.
China Traders' Insurance Company's Shares—$1,650 per share.
China and Japan Marine Insurance—Tls. 80 per share.
Chinese Insurance Company.—$193 per share.
Hongkong Fire Insurance Company's Shares—$525 per share.
China Fire Insurance Company's Shares—$131 per share.
Victoria Fire Insurance Company's Shares—$121 per share.
Hongkong and Whampoa Dock Company's Shares—45 per cent. discount.
Hongkong, Canton and Macao Steamboat Co.'s Shares—12 per cent. premium.
Shanghai Steam Navigation Company—Tls. 90 per share.
Hongkong Gas Company's Shares—$75 per share.
Hongkong Hotel Company's Shares—$60 per cent. discount.
Indo-Chinese Sugar Company—$94 per cent. discount.

SALES ON SEPTEMBER 7TH, 1874.

As reported by Chinese.

Green Peas, 40 piculs, at $2.05, by Kwai-mow to travelling trader.
Sharks-fins, 3 bundles, at $34.00, by Kwai-mow to travelling trader.
Shellfish, 12 bags, at $22.00, by Ying-chong to travelling trader.
Sea Blubber, 20 bags, at $4.00, by Wing-tai-cheung to travelling trader.
Dried Lily Flowers, 20 bags, at $12.00, by Wing-tai-cheung to travelling trader.
Black Dates, 20 bags, at Tls. 3 0.0.0, by Kin-chong to travelling trader.
Fungus, 10 bags, at $54.50, by Chun-chong to travelling trader.
Vermicelli, 50 bags, at $6.30, by Chun-chong to travelling trader.

FOOCHOW DOCK.

PAGODA ANCHORAGE.

THE above Granite-floored DOCK has lately been LENGTHENED to 400 *feet* over all, and is now capable of receiving vessels up to 380 feet on the keel. The breadth of the Dock at the bottom is 40 feet, at the top 80 feet, and the width at the entrance is 56 feet. Depth of water on the sill 13 feet at average neap, and 17 feet at average spring tides.

The Dock has a Caisson Gate, and is pumped out by steam.

A new FOUNDRY for large iron and brass castings has recently been added.

The Machine Shop contains a 12-inch Screw Cutting Gap-lathe, Small Lathes, Drilling and Screwing Machines, Steam Saw Mill, Large Smithy, &c., &.

Dry Godowns are on the premises, available for stowage of cargo, &c.

A large stock of Timber, Metal, and other Dock-yard Material always on hand.

Vessels docked for examination, remetalled, resparred, repairs also done in harbour; and iron ships and steamers cleaned and painted, at moderate charges. Particulars can be obtained at the Dock, or on application to the undersigned.

The Steam Tug *Woosung* is in thorough working order, and is available at all times to tow vessels to or from sea, at reasonable rates.

JOHN FORSTER & Co.

tf 1039 Foochow, 18th June, 1873.

Vessels Advertised as Loading.

DESTINATION	VESSEL'S NAME	CAPTAIN	AT	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON via SUEZ CANAL	Diomed (str.)			Butterfield & Swire	On or about 18th inst.
LONDON	Melbrek	Peirce	Whampoa	A. MacG. Heaton	Quick despatch
Do.	Beautiful Star	George Bilton	Whampoa	Vogel, Hagedorn & Co.	Quick despatch
NEW YORK	Rifleman	Thos. Bishop	Whampoa	Russell & Co.	Quick despatch
Do.	San Juan	A. Urtubiaga	Hongkong	Vogel, Hagedorn & Co.	Quick despatch
Do.	Everhard	Horstmann	Hongkong	Augustine Heard & Co.	Quick despatch
Do.	Juan F. Pearson	Le Boeuf	Hongkong	Vogel, Hagedorn & Co.	Quick despatch
Do.	Omega	Bruce	Hongkong	Augustine Heard & Co.	Quick despatch
SAN FRANCISCO	Highlander	J. W. Wilcomb	Hongkong	Augustine Heard & Co.	Quick despatch
Do.	Lathley Rich	Thos. Mitchell	Hongkong	Russell & Co.	Quick despatch
Do.	Morning Light	Chaston	Hongkong	Vogel, Hagedorn & Co.	On or before 20th inst.
Do. via YOKOHAMA	Colorado (str.)			P. M. S. S. Co.	On 14th inst., at 3 P.M.
SINGAPORE, SAMARANG, &c.	Somerset (str.)			Gibb, Livingston & Co.	On or about 10th inst.
S'PORE, BOMBAY, &c.	Mirzapore (str.)	A. Parish		P. & O. S. N. Co.	On 12th inst., at noon
S'PORE, PENANG, & CALCUTTA	Hindostan (str.)	J. A. Miller	Hongkong	David Sassoon, Sons & Co.	On 12th inst., at 2.30 P.M.
SAIGON, SINGAPORE, &c.	Tigre (str.)	Brunet		Messageries Maritimes	On 19th inst., at noon
SAIGON, S'PORE, & BANGKOK	Asia (str.)	Molsen		Ah Yon	Quick despatch
SAIGON	Regalia (str.)	Harrison		Ah Yon	On 12th inst., at 2 P.M.
MANILA	Union	Echavarria	Hongkong	Remedios & Co.	Quick despatch
Do.	Teresa	Barcelo	Hongkong	Siemssen & Co.	Quick despatch
Do.	Yuen-tze-fee (str.)	Harvey	Hongkong	Douglas Lapraik & Co.	To-morrow, at 10 A.M.
YOKOHAMA	Bombay (str.)			P. & O. S. N. Co.	Quick despatch
Do.	Menzaleh (str.)	Pasqualini	Hongkong	Messageries Maritimes	To-day, at 3 P.M.
SHANGHAI	Travancore (str.)			P. & O. S. N. Co.	Quick despatch
Do.	Antenor (str.)			Butterfield & Swire	Quick despatch
Do.	Amazone (str.)	Pointel		Messageries Maritimes	To-morrow, at 3 P.M.
Do.	Consolation (str.)	L. Cormack		Ah Yon	On 12th inst., at 3 P.M.
Do.	Atalanta (str.)	Peterson	Hongkong	Siemssen & Co.	Quick despatch
FOOCHOW	Argonaut	Cameron		A. MacG. Heaton	Quick despatch
SWATOW AND AMOY	Leonor (str.)	Echanique	Hongkong	Douglas Lapraik & Co.	Quick despatch
TAKAO AND TAMSUI	Hai-Loong (str.)	Abbott	Hongkong	Douglas Lapraik & Co.	To-day, at [illegible]

For Sale.

SAYLE & CO.,

GENERAL DRAPERS AND OUTFITTERS, TAILORS, &c., &c.,

are now SHOWING:—

FANCY FLANNELS and LIGHT TWEEDS for SUITS, made especially for the Climate.

WHITE and FANCY DUCKS and DRILLS.

The above Goods are made up to order under the careful supervision of West End Cutters.

PAJAMA SUITS, in FANCY FLANNEL, TWILL, and LINEN; various patterns.

Gentlemen's LONG CLOTH SHIRTS, Military Fronts.

Gentlemen's DRESS SHIRTS, Embroidered Fronts.

Gentlemen's REGATTA SHIRTS, with Collars attached.

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FELT HATS (Christy's make) of the latest styles.

WHITE, SPECKLED, and PANAMA STRAW HATS.

COLLARS, in all the newest shapes.

GRENADINE SCARVES and TIES, Fancy Colors, and BLACK SILK, COTTON, and MERINO HALF-HOSE, Striped and White.

UNDERVESTS and PANTS, in Silk, Gauze, Smedley's, and other makes.

HANDKERCHIEFS, Fine Cambric, Plain and Colored Borders.

SILK UMBRELLAS, with Plain and Fancy Sticks.

BOOTS and SHOES of Dawson's well-known make, best quality.

SOLAR PITH HATS and HELMETS, direct from Calcutta.

Ellwood's Patent Regulation HELMETS.

PORTMANTEAUS of Solid and Basil Leather, in different sizes; also, the GLADSTONE TRAVELLING BAGS, and SOILED LINEN BAGS, necessaries on a voyage.

DRESS TRUNKS, for Ladies.

SETS of STUDS, SOLITAIRES and LINKS, in Gold and Ivory.

PERFUMERY, TOOTH POWDERS, OILS, POMADES, and other REQUISITES for the Toilet.

FURNISHING DEPARTMENT.

Large Assortment of LACE and MUSLIN CURTAINS. ANTIMACASSARS.

WHITE and COLORED MOSQUITO NETS.

CRETONNE and other CHINTZ.

PLAIN and FANCY CURTAIN REPS, DAMASKS, &c.

PRINTED and EMBROIDERED TABLE COVERS.

BRASS WINDOW CORNICES, CURTAIN POLES, and FITTINGS.

WHITE and FANCY COLORED BED QUILTS.

TOILET COVERS to match.

FINE SUMMER BLANKETS, in all sizes.

TAPESTRY and BRUSSELS CARPETS.

VELVET SOFA and CENTRE DITTO.

FLOOR CLOTHS, in all widths up to 8 yards wide.

DITTO, in Large Squares, with Border all round, suitable for Dining Rooms.

COIR MATS and MATTINGS.

GILT, CHEVAL, and MAHOGANY TOILET GLASSES.

Just arrived,

A Large Assortment of BRASS and IRON BEDSTEADS, in various sizes and colours.

VICTORIA EXCHANGE,
QUEEN'S ROAD AND STANLEY STREET,
HONGKONG;
AND AT SHANGHAI.

FOR SALE.

BEST PORTLAND CEMENT and FIRE BRICKS. Apply to
FREDERIC DEGENAER.
tf 1297 Hongkong, 19th August, 1874.

FOR SALE.

FRESH CALIFORNIA OATS.
Apply to
T. G. GLOVER,
No. 7, Queen's Road.
1250 Hongkong, 10th August, 1874.

NOW READY

IMPERIAL QUARTO.

ENGLISH AND CHINESE DICTIONARY, WITH THE PUNTI AND MANDARIN PRONUNCIATION.

AN ANGLO-CHINESE DICTIONARY, published at the *Daily Press* Office, Hongkong.

FOR comprehensiveness and practical service this Work stands unrivalled. All the new words which the Chinese have of late years been compelled to coin to express the numerous objects in machinery, photography, telegraphy, and in science generally, which the rapid advance of foreign relations has imposed upon them, are here given *in extenso*. Each and every word is fully illustrated and explained, forming exercises for students of a most instructive nature. Both the Court and Punti pronunciations are given, the accents being carefully marked on the best principle hitherto attained. The typography displays the success of an attempt to make the Chinese and English type correspond in the size of body, thereby effecting a vast economy of space, achieving a clearness not previously attained, and dispensing with those vast margins and vacant spaces which have heretofore characterized Chinese publications.

To illustrate the vast scope of the work, the following facts are submitted for consideration. Chalmers' Vocabularly contains about 16,000 Chinese characters, and Medhurst's English and Chinese Dictionary about 100,000, whilst this work contains more than 50,000 English words, and upwards of 600,000 Chinese characters. Again, despite all the grammars and other elementary works as yet published, the student of this difficult language absolutely requires examples to display the various applications and equivalents of different words which have one general meaning. Of these examples this work contains more than five times as many as any other Dictionary hitherto published.

For practical purposes the arrangement of the work is so complete, that a reference to its pages enables a person who understands English to communicate *effectively* with natives who understand nothing but Chinese. In this respect the work will be found indispensable to all Europeans residing in China, and to the natives themselves it explains subjects fully with which very few indeed of them are perfectly acquainted. To parties resident in England and interested in China it cannot but be invaluable occasionally.

TRUBNER & Co.,
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"DAILY PRESS" OFFICE, HONGKONG.

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tf 994 Hongkong, 26th June, 1874.

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BOUND VOLUMES of the TRADE REPORT for the year 1873. Price $10.
Apply at the *Daily Press* Office.
Hongkong, 21st January, 1874.

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C. LAZARUS AND CO.,

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BILLIARD TABLE MANUFACTURERS, AND GENERAL FURNISHING CONTRACTORS,

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C. L. & Co. have always ready a large stock of new Cushions on their peculiar principle, and which can be supplied for any table, the accurate length and breadth of the slate bed only being required.

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Six and Eight Light Lamps for Oil, or Kerosine, the latter with burners on the duplex principle, giving a light equal to twelve ordinary lamps. Eighteen light ring burner Gas Pendants, with rod to suspend over table.

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MESSRS. LANE, CRAWFORD & CO., who have consented to act as C. LAZARUS and Co.'s Agents in Hongkong, Shanghai, and Japan, and by whom all orders will be received and forwarded to Calcutta by the earliest opportunity. [766

NOTICE.

IN Order to meet the wishes of the Native Community, the Chinese Issue of this Paper has been, from the commencement of the China New Year, issued DAILY instead of on alternate days as before.

The Paper has been Established for nearly Twenty Years, and is, as to Editorial Management, under the Direction of a Well Educated Chinese Gentleman; gives reliable commercial and general information; and has the same position with the Native Community as to Advertisements and News as the English *Daily Press* with the Foreign Community. The Charge for Advertisements will be as heretofore.

Hongkong, 23rd February, 1874.

FOR NEW YORK.

THE A 1 British Barque

"OMEGA,"

Captain Bruce, will load here and at Whampoa as above.
For Freight, apply to
AUGUSTINE HEARD & Co.
tf 1318 Hongkong, 24th August, 1874.

FOR MANILA.

THE Spanish Barque

"TERESA,"

Capt. Barcelo, will have immediate despatch as above.
For Freight or Passage, apply to
SIEMSSEN & Co.
tf 1288 Hongkong, 17th August, 1874.

Vessels on the Berth.

FOR TAKAO AND TAMSUI.

THE Steamship

"HAI-LOONG,"

Capt. Abbott, will be despatched for the above Ports TO-DAY, the 8th instant, at Noon.
For Freight or Passage, apply to
DOUGLAS LAPRAIK & Co.
1391 Hongkong, 5th September, 1874.

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOT POSTE FRANCAIS.

THE Company's Steamship

"MENZALEH,"

Captain Pasqualini, will be despatched for YOKOHAMA TO-DAY, the 8th inst., at 3 P.M.
C. BERTRAND,
Principal Agent.
1379 Hongkong, 7th September, 1874.

FOR MANILA.

THE Steamship

"YUEN-TZE-FEE,"

Captain Harvey, will be despatched for the above Port, TO-MORROW, the 9th inst., at 10 A.M.
For Freight or Passage, apply to
DOUGLAS LAPRAIK & Co.
1392 Hongkong, 5th September, 1874.

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOT POSTE FRANCAIS.

THE Company's Steamship

"AMAZONE,"

Captain Pointel, will be despatched for SHANGHAI TO-MORROW, the 9th inst., at 3 P.M.
C. BERTRAND,
Principal Agent.
1380 Hongkong, 7th September, 1874.

FOR SAIGON.

THE Steamship

"REGALIA,"

Captain Harrison, shortly expected here from Saigon, will be despatched for the above Port on SATURDAY, the 12th inst., at 2 P.M.
For Freight or Passage, apply to
AH YON,
Kwong Hing Shop,
57, Praya West.
10d 1375 Hongkong, 3rd September, 1874.

FOR SHANGHAI.

THE Steamship

"CONSOLATION,"

Capt. E. Cormack, will leave this for the above Port on SATURDAY, the 12th instant, at 3 P.M.
For Freight or Passage, apply to
AH YON,
Kwong Hing Shop,
57, Praya West.
1394 Hongkong, 5th September, 1874.

FOR SHANGHAI.

THE Steamship

"ATALANTA,"

Peterson, Master, will have immediate despatch as above.
For Freight or Passage, apply to
SIEMSSEN & Co.
tf 1402 Hongkong, 7th September, 1874.

FOR SAIGON, SINGAPORE, AND BANGKOK.

THE Steamship

"ASIA,"

Captain Molsen, will have early despatch for the above Ports.
For Freight or Passage, apply to
AH YON,
Kwong Hing Shop,
57, Praya West.
1393 Hongkong, 5th September, 1874.

STEAM TO YOKOHAMA.

THE P. & O. S. N. Co.'s Steamship

"BOMBAY"

will leave for the above place shortly after the arrival of the next English Mail.
A. McIVER,
Superintendent.
P. & O. S. N. Co.'s Office,
Hongkong, 1st September, 1874. [1360

STEAM TO SHANGHAI,

(Taking Cargo at through rates for NAGASAKI and HIOGO.)

THE P. & O. S. N. Co.'s Steamship

"TRAVANCORE"

will leave for the above place about 24 hours after her arrival with the next English Mail.
A. McIVER,
Superintendent.
P. & O. S. N. Co.'s Office,
Hongkong, 1st September, 1874. [1361

FOR SINGAPORE, SAMARANG, BRISBANE, SYDNEY, AND MELBOURNE.

(Calling off SOMERSET, CLEVELAND BAY, BOWEN, and KEPPEL BAY to land Mails and Passengers.)

THE Eastern and Australian Mail Steam Company's Steamship

"SOMERSET"

will be despatched as above on or about the 10th September.
For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.
16d 1334 Hongkong, 28th August, 1874.

FOR FOOCHOW.

THE British Ship

"ARGONAUT,"

Captain Cameron, will have quick despatch for the above Port.
For Freight, apply to
A. MACG. HEATON.
tf 1370 Hongkong, 2nd September, 1874.

FOR SAN FRANCISCO.

THE A 1 British Ship

"MORNING LIGHT,"

2,377 Tons, Captain Chaston, will load here for the above Port, and will be positively despatched on or before 20th September, 1874.
Rate of Freight, $3 per Ton. Apply to
VOGEL, HAGEDORN & Co.
1350 Hongkong, 29th August, 1874.

FOR NEW YORK.

THE A 1 British Barque

"JUAN F. PEARSON,"

Le Boeuf, Master, will load here and at Whampoa for the above Port, and will have immediate despatch.
For Freight, apply to
VOGEL, HAGEDORN & Co.
tf 1259 Hongkong, 11th August, 1874.

Vessels on the Berth.

FOR SAN FRANCISCO.

THE A 1 American Clipper Ship

"LATHLEY RICH,"

Thomas Mitchell, Master, having the greater part of her Cargo already engaged, will take Freight at reduced rates, and have quick despatch as above.
For Freight, apply to
RUSSELL & Co.
tf 1313 Hongkong, 22nd August, 1874.

FOR LONDON.

THE A 1 British Clipper Ship

"BEAUTIFUL STAR,"

George Bilton, Master, will load here and at Whampoa, and will have immediate despatch for the above Port.
For Freight, apply to
VOGEL, HAGEDORN & Co.
tf 1292 Hongkong, 18th August, 1874.

FOR LONDON,

(To follow the "SING TAI.")

THE Clipper Ship

"MELBREK,"

Capt. Peirce, will load here, at Whampoa and Macao, for the above Port, and will have quick despatch.
For Freight, apply to
A. MACG. HEATON,
OR
DEACON & Co.,
Canton.
tf 1282 Hongkong, 17th August, 1874.

FOR NEW YORK.

THE A 1 German Barque

"EVERHARD,"

Horstmann, Master, will load here and at Whampoa as above, and will have quick despatch.
For Freight, apply to
AUGUSTINE HEARD & Co.
tf 1207 Hongkong, 3rd August, 1874.

FOR MANILA.

THE A 1 Spanish Schooner

"UNION,"

Captain Echavarria, will have *immediate despatch* for the above Port.
For Freight or Passage, apply to
REMEDIOS & Co.
tf 1185 Hongkong, 29th July, 1874.

FOR SAN FRANCISCO.

THE American Ship

"HIGHLANDER,"

J. W. Wilcomb, Master, will load for the above Port, and have quick despatch.
For Freight or Passage, apply to
AUGUSTINE HEARD & Co.
tf 1179 Hongkong, 27th July, 1874.

FOR NEW YORK.

THE A 1 British Barque

"RIFLEMAN,"

Thos. Bishop, Master, will load here and at Whampoa for the above Port, and have quick despatch.
For Freight, apply to
RUSSELL & Co.
tf 1063 Hongkong, 6th July, 1874.

FOR NEW YORK.

THE A 1 Peruvian Ship

"SAN JUAN,"

(late American Ship "James R. Keeler,")

A. Urtubiaga, Master, will load here and at Whampoa for the above Port, and will have quick despatch.
For Freight, at low rates, apply to
VOGEL, HAGEDORN & Co.
tf 1192 Hongkong, 30th July, 1874.

STEAM FOR
SINGAPORE, PENANG, POINT DE GALLE, ADEN, SUEZ, MALTA, BRINDISI, ANCONA, VENICE, MEDITERRANEAN PORTS, SOUTHAMPTON, AND LONDON;
ALSO,
BOMBAY, MADRAS, AND CALCUTTA.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steamship "*MIRZAPORE*," Captain A. PARISH, with Her Majesty's Mails, Passengers, Specie, and Cargo, will leave this for the above places on SATURDAY, the 12th September, at noon, (proceeding to Southampton and London, *via* Suez Canal.)

Cargo will be received on board until noon, Specie and Parcels at the office until 2 P.M. on the 11th idem.

For Particulars regarding Freight and Passage, apply at the P. & O. S. N. Co.'s Office, Hongkong. CONTENTS AND VALUE OF PACKAGES ARE REQUIRED.

⁂ A Written Declaration of the Contents and Value of the Packages for the Overland Route is required by the Egyptian Government, and must be delivered by the Shippers to the Company's Agents, with the Bills of Lading or with Parcels; and the Company do not hold themselves responsible for any Detention or Prejudice which may happen from the incorrectness in such declaration.

The Company reserve the option of forwarding all goods shipped by their Steamers for Europe through Egypt, either by rail, or by Canal in their own Steamers, or in vessels employed for the purpose.

Shippers are particularly requested to note the terms and conditions of the Company's Black Bills of Lading.

A. McIVER, *Superintendent.*
Peninsular and Oriental Steam Navigation Co.'s Office, Hongkong, 31st August, 1874.

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA PANAMA, TOUCHING AT YOKOHAMA AND SAN FRANCISCO.

THE S. S. "*COLORADO*" will leave Hongkong for San Francisco, via Yokohama, on MONDAY, the 14th September, at 3 P.M., taking Passengers, Mails, and Freight, for Japan, the United States, and Europe.

Through Passenger Tickets and Bills of Lading are issued for transportation to Yokohama and other Japan Ports, to San Francisco, to ports in Mexico, Central and South America, and to New York and Europe, VIA PANAMA.

A Steamer of the Company will leave Shanghai, via the Inland Sea Ports, about the same date, and make close connection at Yokohama.

At New York and Aspinwall, Passengers have selection of various lines of Steamers to England, France, and Germany.

Freight will be received on board until 4 P.M. on the 13th instant. Parcel Packages will be received at the Office until 5 P.M. of the same day. All Parcel Packages should be marked to address in full; value of same is required.

For further information as to Passage and Freight, apply to the Agency of the Company, Praya West.

G. B. EMORY,
Acting Agent.
Hongkong, September 4th, 1874.

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS POSTE FRANCAIS.

STEAM FOR
SAIGON, SINGAPORE, BATAVIA, POINT DE GALLE, ADEN, SUEZ, ISMAILA, PORT SAID, NAPLES, AND MARSEILLES;
ALSO,
PONDICHERY, MADRAS, CALCUTTA, AND BOMBAY.

ON SATURDAY, the 19th September, 1874, at noon, the Company's Steamship "*TIGRE*," Commandant BRUNET, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port for the above places.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till noon. Cargo will be received on board until 4 P.M., Specie and Parcels until 3 P.M., on the 18th September, 1874. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contents and value of Packages are required.

For further particulars, apply at the Company's Office.

C. BERTRAND,
Principal Agent.
Hongkong, 7th September, 1874.

Post-Office Notifications.

A mail will close

For Takao and Tamsui.—Per *Hai-loong*, to-day, the 8th instant, at 11.30 A.M.

For Yokohama.—Per French Mail Packet *Menzaleh*, to-day, the 8th inst., at 2.30 P.M.

For Manila.—Per *Yuen-tze-fee*, to-morrow, the 9th instant, at 9.30 A.M.

For Shanghai.—Per French Mail Packet *Amazone*, to-morrow, the 9th inst., at 2 P.M.

For Singapore, Somerset, Cleveland Bay, Bowen, Keppel Bay, Brisbane, Sydney, and Melbourne.—Per steamer *Somerset*, on Thursday, the 10th instant, at 11.30 A.M.

For Singapore, Penang, and Calcutta.—Per Indian Mail Packets *Hindostan* and *Sea Gull*, on Saturday, the 12th inst., at 2.30 P.M.

MAILS BY THE "*ENGLISH PACKET.*"

The English Contract Packet "*MIRZAPORE*," will be dispatched with the usual Mails for Europe, &c., on SATURDAY, the 12th September, at noon.

Money Orders on any of the Money Order Offices in the United Kingdom will be granted until 5 P.M. on the 11th September.

The Post-Office will be open until 6 P.M. on the 11th September.

Letters, &c., may be posted during the night in the box left open for their reception.

Letters for registration will be received until 10 A.M. on the 12th September.

Letters may be posted until 10 A.M. on the 12th September, without late fee.

Letters posted after 10 A.M. on the 12th September, will not be forwarded unless the *Late Fee* of 18 cents each as well as the postage is prepaid.

The latest time for posting Letters at this Office is 11 A.M., and for Newspapers, Books, or Patterns 10 A.M., on the 12th September.

Late letters (but Letters only) addressed to the United Kingdom *via Brindisi*, or to Singapore, may be posted on board the Packet from 11.30 A.M. to the time of sailing, on payment of a *Late Fee* of 48 cents each in addition to the postage.

F. W. MITCHELL,
Postmaster General.
General Post-Office,
Hongkong, 31st August, 1874.

MAILS BY THE "*FRENCH PACKET.*"

The French Mail Packet "*TIGRE*" will be dispatched on SATURDAY, the 19th instant, at noon, with the Mails—

To and through the United Kingdom *via Marseilles*; to France and other Continental States (in a closed mail to France), to Saigon, Singapore, Galle, Calcutta, Madras, Bombay, Aden, Seychelles, Reunion and Mauritius, Suez and Alexandria.

The Post Office will be open for the reception of Ordinary Letters, Newspapers, Books, &c., until 11 A.M. on the 19th instant, after which no Letters can be received.

Money Orders on any of the Money Order Offices in the United Kingdom will be granted until 5 P.M. on the 18th instant.

Letters for Registration will be received until 10 A.M. on the 19th instant.

F. W. MITCHELL,
Postmaster General.
General Post Office,
Hongkong, 7th September, 1874.

It is hereby notified that henceforward the postage on letters addressed to Norway, when forwarded via Southampton, will be 34 cents per half-ounce, prepayment optional. Unpaid letters will be subject to an additional charge on delivery.

F. W. MITCHELL,
Postmaster General.
General Post-Office,
Hongkong, 22nd February, 1873.

It is hereby notified for general information, that the Postage on Letters addressed to Norway, when forwarded *via Southampton*, will henceforward be 36 cents for each half ounce, which may either be paid in advance, or it may be left to be collected on delivery of the Letters. Unpaid Letters will be subject to an additional charge on delivery.

F. W. MITCHELL,
Postmaster General.
General Post Office,
Hongkong, 23rd August, 1870.

It is hereby notified for general information that on and after the 1st August next, the Commission chargeable on Money Orders issued upon the United Kingdom at Hongkong, Shanghai, and Yokohama will be as follows, viz.:—

On sums not exceeding £2..........18 cents.
Above £2 and not exceeding £5...36 „
Above £5 and not exceeding £7...54 „
Above £7 and not exceeding £10..72 „

F. W. MITCHELL,
Postmaster General.
General Post Office,
Hongkong, 15th July, 1870.

Arrangements having been made under which Mails for London arriving at Suez from China by Private Ships will be forwarded to destination via Brindisi, it is hereby notified that the rates of postage, *which must be paid in advance*, on correspondence addressed to the United Kingdom so forwarded, will be as follows, viz.:—

For Letters......................24 cents per half ounce.
For Newspapers............ 8 „ each.
For Books and Patterns.... { not exceeding 1 ounce 4 cents. / „ 2 „ 6 „ / „ 4 „ 12 „ / every additional 4 „ 12 „ }

F. W. MITCHELL,
Postmaster General.
General Post Office,
Hongkong, 20th December, 1871.

It is hereby notified that henceforward the postage on letters addressed to Newfoundland, which must be paid in advance, will be as follows, viz:—

When forwarded viâ Brindisi.............. } 34 cents each ½-ounce.
When forwarded viâ Marseilles............ } 34 „ „ „
When forwarded viâ Southampton........ } 28 „ „ „

F. W. MITCHELL,
Postmaster General.
General Post-Office,
Hongkong, 22nd February, 1873.

It is hereby notified that a line of British Mail Contract Packets has been established between Aden and Zanzibar, which, with connecting lines, will afford a regular means of conveyance of correspondence from Hongkong for the foreign ports on the East African Coast, as well as for Natal and the Cape Colony, St. Helena and Ascension, and that henceforward the postage, *which must be paid in advance*, on letters addressed to Zanzibar, Mosambique, Delagoa Bay, Natal, the Cape of Good Hope, and Ascension, will be 20 cents for each half-ounce, newspapers 2 cents each.

F. W. MITCHELL,
Postmaster General.
General Post-Office,
Hongkong, 12th May, 1873.

It is hereby notified that Letters addressed to France may be sent either paid or unpaid at the option of the sender; but the postage on Prices Current, Newspapers and Books cannot be prepaid.

For each ¼ ounce
The rate of postage chargeable on Letters addressed to France per French Packet is..................... 12 cents.
Per British Packet when marked viâ Brindisi................................ 18 „
Per British Packet when marked viâ Alexandria and Marseilles............ 12 „

F. W. MITCHELL,
Postmaster General.
General Post-Office,
Hongkong, 2nd April, 1872.

It is hereby notified that henceforward the rates of postage which must be paid in advance, chargeable on Packets of printed papers or patterns of light weight sent from Hongkong to the United Kingdom by the United States Packets via San Francisco, will be as follows, viz.:—

For a packet not exceeding 1 ounce in weight.................................. 2 cents
For a packet above 1 ounce not exceeding 2 ounces.................. 4 „
For a packet above 2 ounces not exceeding 4 ounces.................. 8 „
and eight cents for every additional four ounces.

These rates apply to Printed Circulars, Price Lists, Market Reports, and all printed papers other than Newspapers, as well as to Books and Trade Patterns or Samples.

F. W. MITCHELL,
Postmaster General.
General Post-Office,
Hongkong, 12th April, 1870.

Extracts.

SOME WORDS ABOUT DINING.

I.

(*Straits Times.*)

"For my part, I mind my belly very studiously and very carefully; for I look upon it, that he who does not mind his belly, will hardly mind anything else."—DR. JOHNSON.

As the subject of dining is one which concerns and intimately affects every one, I am sure that some words thereon cannot be otherwise than interesting to your readers. A philosopher, whose name I forget, says that the great law of nature is to eat and be eaten. That is only too true; but we humans take pretty good care that we are not eaten up by other animals or our fellow creatures; save indeed, when we happen to fall into the power of cannibals, wild beasts, sharks, crocodiles, or lawyers; while we manage to eat most other animals, ruthlessly making them pay toll to our omnivorous maws.

Brilliat Savarin, in his famous work, the "Physiologie du Goût," lays it down as an axiom that men have before the staid age of forty can appreciate or enjoy the pleasures of the table; the mind before that period of life being more or less occupied with love, poetry, and sentimental nonsense of that kind; whereas, after that age, being freed from such disturbing influences, a man can concentrate his attention exclusively on gastronomic enjoyment. In that conclusion I fully agree with the great authority on the art of dining. It has been well said that there is all the difference in the world between the man who eats to live and he who lives to eat. The latter may be an epicure, and a refined one too, but still he is little better than an animal.

It is a mistake to imagine that dining consists solely in eating. Good conversation is its chief enjoyment, and is really its best sauce. Hence the company of wits is so much coveted at dinner parties, because their *jeux d'esprit* not only enliven the table but also serve the important purpose of helping the digestion—one of the best results of laughter. In the hey-day of Bulwer, Theodore Hook, and Douglas Jerrold, they dined at home. Some forty years ago all London Society were vieing with each other to have Sidney Smith at their dinner tables. Ah, what a man he was—actually brimming and bubbling over with wit and humour. Take, for example, his note to Charles Dickens, accepting an invitation to dine with him, which runs thus:—

"*My dear Dickens*,—I shall be certainly with you next Tuesday evening, unless in the meanwhile I should happen to meet with a fellow more famous and more witty than yourself, when I shall instantly repudiate you and dine with the phenomenon.

"Ever thine, "SIDNEY SMITH."

There was not only fun, but also a very graceful compliment in that note, which is thoroughly characteristic of the man. One of his best *bon mots* was uttered at the dinner table of Rogers, the poet. That veteran and distinguished *dilettante* was an epicure of the first water. His dining room was arranged with consummate artistic taste, so as to contribute at once to the mental and gastronomic engagement of his guests. There was no lights on the table, which was in comparative obscurity; but a number of lamps were so disposed around the room as to fling a full blaze of light on the pictures—all gems of art—with which the walls were adorned. The moment dinner began, Sidney Smith remarked—"Really, this room reminds me of the description in Scripture of Heaven and Hell." "Why so?" demanded the host. "Because all above is light, and all below darkness and gnashing of teeth." It is a delicate matter to refer to living persons, in connexion with this subject; but I cannot resist remarking that Bernal Osborne is the greatest diner-out in London society; and that the flashes of his wit at table are even more brilliant and pungent than the lively sallies with which he enlivened the British public in the large when he was in Parliament. May he there again!

The French are confessedly the greatest proficients, not only in the art of cookery but also in that of dining; and Paris is the head quarters of the *arts coquinaria*. If you ever visit Paris don't fail to dine at some of its most celebrated restaurants, such as the Café de Foy (adorned with Horace Vernet's famous swallow), the Rocher, the Trois Frères, or the Café Helder, and listen for a moment to the chat of any group at the tables, you will be sure to hear that airy, sparkling by-play of conversation in which the French are unrivalled, and which imparts such an inexpressible charm to the dinners and *petits soupers* of educated Frenchmen. Indeed, one of the chief attractions of Paris consists in the groups seated, *more patrio*, before the cafés, sipping and chatting and smoking as if there were no such thing as care in the world. Gregarious and excitement-loving, the Parisian is especially attached to the cafés and luxurious life of the cafés and restaurants. And here I may passingly remark that Parisians, in their cafés, are amusing from the airs of importance they often assume. From an amiable desire to attract attention, they are always draped and *en pose*; many of these *grands hommes incompris* retiring, after their part is played out for the day, to cross in a dirty nightcap in some dirtier room au *sixième*. Apart from this little and harmless vanity, they are the most agreeable men in the world.

The last time I was in Paris was in the year 1865, and doubtless changes for the worse have taken place in the cafés I have named, especially since the late war, from the disastrous effects of which France has recovered with a recuperative power that has astonished the world and delighted her friends. At the time I mention I enjoyed not only French dinners in Paris, but also the cookery of various nations, in each of which there was a *spécialité* for each European *cuisine* respectively.

In one I had a thoroughly Russian dinner, beginning with the famous borsch, made up of different meats, boiled up with sour white cabbage. It is very nutritious and savoury, and capital on a cold day. Among the dishes was a fowl stuffed with raisins, and swimming in melted butter. The liquor, however, was French, and I washed the viands down with a flask of Chambertin, Napoleon's favourite wine. I paid for this dinner, including the wine, six francs. In another café I enjoyed a Spanish dinner, including an *olla podrida*. Although Frenchmen are fond of talking at dinner, they devote more attention to eating than we do. Even while chatting, you will observe them carefully seasoning their dishes, judiciously mixing their sauces or vegetables, and eyeing each bit with true epicurean relish on its passage from the plate to their mouths. After tasting a very appetizing sauce, an enthusiastic Frenchman exclaimed "*Avec cette sauce on mangerait bien son père*," (with such a sauce a man would eat his father). Yet I sometimes observed well-dressed Frenchmen eat in an under-bred manner which is surprising in a people who pride themselves so much upon their superior refinement. Thus, I have seen Frenchmen dip their bread into coffee, and then eat it while the drops from the soaked bread fall back into the cup. I have also noticed the absence of salt-spoons, whence it often results that the diners in cafés thrust knives smeared with gravy into the salt-cellars.

As for their *vin ordinaire*, it is the veriest sham and mockery. There is nothing vinous about it, it is an unsophisticated claret, and to call it *wine* is a gross misapplication of language. It contains so much of the bitterness of the grape that no author satisfies the first to gratify the palate; in fine, it is one of the greatest humbugs in France. One bottle of it is not worth a hogshead of it. And yet it is given to the British visitor to see Frenchmen mixing water with this weak stuff, I suppose to modify its strength. For my part, I should mix spirits with it to make it stronger. Had the French drunk porter or beer, instead of their washy table wine, the late war would have terminated differently. Yet in my time British stout and ale was beginning to be known and appreciated in Paris. I once heard a Frenchman in a café tell a waiter to bring him what he called *pal ale*. I was puzzled to know what sort of drink or food could be indicated by this mysterious word, and watched with some curiosity to see what would be the result. The mystery was quickly solved by the waiter producing the old familiar bottle of "Bass." The visitor had evidently asked for pale ale, the *Gallicised* sound of which had appeared so strange to me. One noticeable feature of the Parisian cafés is their cosmopolitan character, and among the *habitués*, even in the days of the late Empire. Their frequenters were then (and, *à fortiori*, are now) not only of all nations but almost of all classes. Workmen may be seen sitting beside the best dressed persons of either sex, and are never guilty of the slightest breach of decorum.

One day two *ouvriers* entered a respectable café on the Boulevards in which I happened to be dining. The blouse of one of them was stained with lime, and before taking his place he politely asked the *cafetière* for a brush. Having procured it, he went out on the footway, brushed his blouse perfectly clean, returned and presented the brush to the presiding goddess with a bow that would have done no discredit to Brummel; after which he took his place at a table. This little incident proved that the gentlemanly *ouvrier* respected both himself and company. Yet this man was probably a descendant of the infuriated Parisian males of the great Revolution, who shouted the dread cry "à la lanterne," danced the hideous Carmagnole in the warm blood of their victims, and then crowded to the theatres to weep over the fictitious sorrows of the drama; while it is also probable that he participated in the atrocities so recently enacted in Paris by the Communists. In sooth, the *pâte de velours* of the French workman conceals very sharp claws. *W.A.E.P.A.*

(*To be continued.*)

Gentleness, which belongs to virtue, is to be carefully distinguished from the mean spirit of cowards and the fawning assent of sycophants. It renounces no just right from fear; it gives up no important truth from flattery; it is, indeed, not only consistent with a firm mind, but it necessarily requires a manly spirit and a fixed principle, in order to give it any real value.

Insurances.

THE SWISS LLOYDS' TRANSPORT INSURANCE COMPANY, WINTERTHUR.

Subscribed Capital,	$1,000,000
Co-insures with French Lloyd, Paris,	$1,400,000
AND WITH	
French Company, Paris,	$1,000,000
	$3,400,000

THE Undersigned, having been appointed Agents for the above Company, are prepared to grant Policies on Marine Risks to all parts of the World at Current Rates, allowing a Brokerage of 15 °/o on Risks East of Singapore, and of 20 °/o on all other Risks.

VOGEL, HAGEDORN & Co., *Agents.*

1043 Hongkong, 1st September, 1874.

SUN FIRE OFFICE.

THE Undersigned is prepared to Grant Policies against Fire to the extent of $45,000 on First-class Risks.

A Discount of Twenty per cent. (20 °/o) upon the Current Local Rates of Premia will be allowed upon Insurances effected with this Office.

T. G. LINSTEAD, *Agent, Sun Fire Office.*

1835 Hongkong, 25th August, 1874.

POSITIVE GOVERNMENT SECURITY LIFE ASSURANCE COMPANY, LIMITED.

CHAS. H. MORGAN, *Agent.*

1y 945 Hongkong, 16th June 1874.

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

INCORPORATED BY ROYAL CHARTER AND SPECIAL ACTS OF PARLIAMENT.

Established 1809.

CAPITAL—£2,000,000.

THE Undersigned, Agents at Hongkong for the above Company, are prepared to grant Policies against FIRE to the extent of £10,000 on any Building, or on Merchandise in the same, at the following rates, subject to a discount of 20 °/o:—

Detached and semi-detached Dwelling Houses, and their contents, [illegible] per cent. per annum.

Other Dwelling Houses, not strictly so, and their Contents, [illegible]

Godowns, Offices, Shops, &c., and their Contents, [illegible]

SHORT PERIOD INSURANCES.

Not exceeding ten days, ⅛ of the annual rate.

Not exceeding one month, [illegible]

Above 1 month and not exceeding 3 months, [illegible]

Above 3 months, and not exceeding 6 months, [illegible]

Above 6 months, the full annual rate.

GILMAN & Co., *Agents.*

tf 1903 Hongkong, 8th May, 1874.

PHŒNIX FIRE INSURANCE COMPANY.

THE Undersigned having been appointed Agents to the above Company at this Port, are prepared to grant Policies against Fire to the extent of $40,000, on Buildings, or on Goods stored therein.

DOUGLAS LAPRAIK & Co.

tf 717 Hongkong, 9th November, 1868.

TRANSATLANTIC FIRE INSURANCE COMPANY OF HAMBURG.

THE undersigned having been appointed Agents for the above Company, are prepared to accept *risks against Fire at current rates*, subject to a bonus of 20 per cent.

SIEMSSEN & Co., *Agents.*

tf 39 Hongkong, 16th November, 1872.

QUEEN INSURANCE COMPANY.

FROM and after this date, and until further notice, a Discount of Twenty per cent. (20 °/o) upon current local rates of Premia, will be returned on Insurances against fire, effected with this Office.

EDWARD NORTON & Co., *Agents.*

tf 1174 25th June, 1872.

NORTH GERMAN FIRE INSURANCE COMPANY AT HAMBURG.

THE Undersigned having been appointed Agents for the above Company, are prepared to GRANT INSURANCES to the extent of $65,000 on First-class Risks, at current rates.

MELCHERS & Co.

tf 674 Hongkong, 1st May, 1874.

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

HEAD OFFICE—HONGKONG.

AGENCIES at all the Treaty Ports of China and Japan, and at Singapore, Saigon and Penang.

Risks accepted, and Policies of Insurance granted at the rates of Premium current at the above-mentioned Ports.

No charge for Policy fees.

JAS. B. COUGHTRIE, *Secretary.*

Hongkong, 1st November, 1871. [tf 38]

Insurances.

THE SECOND COLONIAL SEA AND FIRE INSURANCE COMPANY OF BATAVIA.

THE Undersigned, having been appointed Agents in Hongkong for the above Company, call SPECIAL ATTENTION to the reduced rates of premium charged for all classes of risks, besides which a Brokerage of THIRTY-THREE and ONE-THIRD PER CENT. (33⅓ °/o) will be allowed on risks to ports in China, Japan, the Philippines, and the Straits. On Fire risks to all other ports the Brokerage will be FIFTEEN PER CENT. (15 °/o) only.

SIEMSSEN & Co., *Agents.*

tf 1023 Hongkong, 1st July, 1874.

OFFICE OF THE CHINA TRADERS' INSURANCE COMPANY, LIMITED.

NOTICE.

ON and after this date the above Company will allow a Brokerage of THIRTY-THREE and ONE-THIRD PER CENT. (33⅓ °/o) on Local Risks only.

AUGUSTINE HEARD & Co., *General Agents.*

tf 876 Hongkong, 4th June, 1874.

NOTICE.

ON and after this date the undermentioned Local Insurance Offices will charge the following Rates of Premium per Steamers via Suez Canal, being those now current in London.

HANKOW TO LONDON.	
TEA per Mail Steamers	2
all other Steamers	2¼
SHANGHAE AND FOOCHOW TO LONDON.	
TEA per Mail Steamers	1¾
all other Steamers	2
SILK per Mail Steamers	1¾
all other Steamers	2
CANTON WATERS TO LONDON.	
TEA per Mail Steamers	1¼
all other Steamers	1¾
SILK per Mail Steamers	1¼
all other Steamers	1¾
AMOY TO NEW YORK	
TEA by Steamers	2

JARDINE, MATHESON & Co., *General Agents, "Canton Insurance Office."*

H. J. EDE, *Secretary, "Union Insurance Society of Canton."*

For "The North China Insurance Company," REGINALD D. STARKEY, *Agent.*

tf 774 Hongkong, 18th May, 1874.

IMPERIAL FIRE INSURANCE COMPANY.

THE Undersigned, Agents for the above Company, are prepared to grant Policies against Fire to the extent of $60,000 on any

FIRST-CLASS RISK,

at Current Rates.

A RETURN OF TWENTY PER CENT. (20 °/o) will be made on the premium charged on all Insurances, such RETURN being payable on the issue of the Policy.

GIBB, LIVINGSTON & Co., *Agents, Imperial Fire Insurance Company.*

333 Hongkong, 1st March, 1874.

YANGTSZE INSURANCE ASSOCIATION OF SHANGHAI.

NOTICE.

ON and after this date the above Association will allow a Brokerage of THIRTY-THREE and ONE-THIRD PER CENT. (33⅓ °/o) on Local Risks only.

RUSSELL & Co., *Agents.*

tf 1600 Hongkong, 4th June, 1874.

CHINA AND JAPAN MARINE INSURANCE COMPANY.

NOTICE.

AFTER this date, a brokerage of Thirty-three and one-third per cent. (33⅓ °/o) will be allowed by this Agency on risks to ports in CHINA, JAPAN, the PHILIPPINES, and the STRAITS.

On risks to all other ports, the brokerage will be ten per cent. (10 °/o) only.

WM. PUSTAU & Co., *Agents.*

tf 131 Hongkong, 21st January, 1874.

BATAVIA SEA AND FIRE INSURANCE COMPANY.

THE Undersigned having been appointed Agents for the above Company, are prepared to grant Insurances as follows:—

MARINE RISKS.

Policies at current rates, payable either here, in London, or at the principal ports of India, Australia, and the East.

A BROKERAGE OF THIRTY-THREE AND ONE-THIRD PER CENT. will be allowed on all LOCAL RISKS.

FIRE RISKS.

Policies granted on First-class Buildings to an extent of $20,000.

A DISCOUNT OF TWENTY PER CENT. (20 °/o) upon the current local rates will be allowed on all insurances effected for insurances; such discount being deducted at the time of the issue of policy.

RUSSELL & Co., *Agents.*

1y 1 Hongkong, 1st January, 1874.

COMMERCIAL UNION ASSURANCE COMPANY.

THE Undersigned, Agents at Hongkong for the above Company's Fire Department, are prepared to GRANT POLICIES against FIRE to the extent of £10,000 on Buildings, or on Goods stored therein, or on Ships in harbour at current rates, subject to an immediate discount of Twenty per cent.

THE BORNEO COMPANY, LIMITED.

1y 790 Hongkong, 20th May, 1874.

LONDON AND PROVINCIAL MARINE INSURANCE COMPANY.

THE Undersigned having been appointed Agents in Hongkong for the above Company, are prepared to grant Marine risks at current rates.

AUGUSTINE HEARD & Co.

tf 471 Hongkong, 1st March, 1874.

LONDON AND ORIENTAL STEAM TRANSIT INSURANCE OFFICE.

137, LEADENHALL STREET, LONDON

ESTABLISHED 1848.

THE Undersigned is authorized to accept risks on behalf of this Office, by First Class Steamers and Sailing Ships.

D. R. McIVER, *Agent.*

tf Hongkong, 1st July, 1867.

LIVERPOOL AND LONDON AND GLOBE INSURANCE COMPANY.

FROM this date, until further notice, a discount of Twenty per cent. (20 °/o) upon the current local rates of premia will be allowed upon insurances effected with this Company.

DOUGLAS LAPRAIK & Co., *Agents.*

tf 1193 Hongkong, 27th June, 1872.

THE QUEEN INSURANCE COMPANY.

CAPITAL—TWO MILLION STERLING.

THE Undersigned having been appointed Agents for the above Company at this port, are prepared to grant Policies against Fire to the extent of £10,000, on Buildings, or on Goods stored therein.

EDWARD NORTON & Co.

tf 241 Hongkong, 22nd January, 1870.

NOTICE.

THE QUEEN INSURANCE COMPANY.

THE following rates will be charged in future for SHORT PERIOD Insurances, viz:—

Not exceeding 10 days, ⅛ of the annual rate.

Not exceeding 1 month, ¼ do. do.

Above 1 month and not exceeding 3 months, ½ do. do.

Above 3 months and not exceeding 6 months, ¾ do. do.

EDWARD NORTON & Co., *Agents the Queen Insurance Company.*

tf 242 Hongkong, 22nd January, 1870.

Insurances.

PHŒNIX FIRE INSURANCE COMPANY.

FROM this date, until further notice, a discount of Twenty per cent. (20 °/o) upon the current local rates of premia will be allowed upon insurances effected with this Company.

DOUGLAS LAPRAIK & Co., *Agents.*

tf 1192 Hongkong, 27th June, 1872.

NOTICE.

ROYAL INSURANCE COMPANY.

THE Undersigned are prepared to grant Policies against Fire in the above Company at current rates, subject to a discount of 20 per cent.

BOB. S. WALKER & Co., *Agents, Royal Insurance Company.*

tf 1617 Hongkong, 1st October, 1873.

THE LONDON ASSURANCE.

INCORPORATED BY ROYAL CHARTER OF HIS MAJESTY KING GEORGE THE FIRST. A.D. 1720.

THE undersigned having been appointed Agents for the above Corporation, are prepared to grant Insurances as follows:—

MARINE DEPARTMENT.

Policies at current rates, payable either here, in London, or at the principal Ports of India, China, and Australia.

FIRE DEPARTMENT.

Policies issued for long or short periods at current rates.

A discount of 20 °/o allowed.

LIFE DEPARTMENT.

Policies issued for sums not exceeding £5,000 on reasonable terms.

HOLLIDAY, WISE & Co.

tf 1363 Hongkong, 28th July, 1872.

Insurances.

MANCHESTER FIRE ASSURANCE COMPANY OF MANCHESTER AND LONDON.

THE Undersigned have been appointed Agents for the above Company at Hongkong, Canton, Foochow, Shanghai, and Hankow, and are prepared to grant Insurances at Current Rates.

HOLLIDAY, WISE & Co.

tf 1958 Hongkong, 15th October, 1868.

CHINESE INSURANCE COMPANY, (LIMITED).

NOTICE.

POLICIES granted at current rates on Marine Risks to all parts of the World. In accordance with the Company's Articles of Association, Two-thirds of the Profits are distributed annually to Contributors, whether Shareholders or not, in proportion to the net amount of Premia contributed by each, the remaining third being carried to Reserve Fund.

OLYPHANT & Co., *General Agents.*

tf 951 Hongkong, 17th April, 1873.

YANG-TSZE INSURANCE ASSOCIATION OF SHANGHAI.

CAPITAL AND SURPLUS 800,000 TAELS.

POLICIES granted on *Marine Risks* to all parts of the World, at current rates.

This Association will, until further notice, provide out of the earnings, first for an interest dividend of 15 °/o for shareholders on Capital, and thereafter distribute among Policy holders annually, in cash, ALL the profits of the Underwriting Business *pro rata* to amount of premium contributed.

RUSSELL & Co., *Agents.*

tf 1089 Hongkong, 9th July, 1872.

HONGKONG MARKETS.

As Reported by Chinese on the 7th September, 1874.

COTTON GOODS.

COTTON YARN, No. 16 a 24	per picul	$102.00 a	$115.00
,, ,, 28 a 32	,,	112.00 a	116.00
,, ,, 38 a 42	,,	120.00 a	128.00
GREY SHIRTINGS, 7 a 7¼ lbs	per piece	$1.85 a	1.90
,, 8 a 8½ lbs	,,	2.30 a	2.45
,, 9 a 10 lbs	,,	2.75 a	3.25
WHITE SHIRTINGS, 56 a 60 reed.	,,	2.05 a	2.30
,, 64 a 66 ,,	,,	2.45 a	2.60
,, 68 a 80 ,,	,,	2.80 a	3.45
WHITE SPOTTED DO.	per piece	2.40 a	2.45
WHITE BROCADES,	,,	2.60 a	2.65
AMERICAN DRILLS, 30 yards	,,	2.60 a	2.65
,, 40 ,,	,,	3.85 a	4.00
GREY T-CLOTHS, 24 yds & 32 in. 7 lbs,		1.60 a	1.65
,, 24 ,, & 36 ,, 8 lbs,		2.15 a	2.20
DYED SPOTTED SHIRTINGS,	,,	3.60 a	3.05
DYED BROCADE Do.	,,	3.80 a	3.95
DYED DAMASK Do.	per piece	5.85 a	6.00
CHINTS,	,,	1.80 a	1.85
HANDKERCHIEFS, Blue	per doz.	0.60 a	0.65
,, Brown	,,	0.60 a	0.65
,, Red	,,	0.75 a	0.60
VELVETS, Black, 22 ins.	per yard	0.21 a	0.22
,, Gentian, 22 ,,	,,	0.15 a	0.18
VELVETEENS, Black	,,	0.22 a	0.23
WOOLLEN GOODS.			
SPANISH STRIPES,	per yard	0.75 a	0.76
LONG ELLS, *MM* Scarlet,	per piece	9.40 a	9.50
,, Assorted,		8.70 a	9.05
,, *HH* Scarlet,		9.40 a	9.50
,, Assorted,		8.60 a	8.70
CAMLETS, SSS	,,	16.50 a	17.00
,, SS	,,	18.20 a	19.00
,, S	,,	19.00 a	19.50
,, *BBB*	,,	20.00 a	20.50
LASTINGS, *DD*	,,	14.50 a	15.00
METALS.			
IRON, Nail Rod Nos. 1 a 6	per picul	3.85 a	4.00
,, Hoop,	,,	4.60 a	4.85
,, Bar,	,,	3.45 a	3.50
,, Wire,	,,	7.45 a	9.20
LEAD,	,,	7.40 a	7.60
STEEL, English,	per tub.	4.75 a	4.80
,, Swedish,	,,	4.90 a	5.10
TIN, Malacca,	per picul	25.00 a	26.20
TIN PLATES,	per box	7.80 a	8.00
SHEATHING METAL,	per picul	23.40 a	28.00
QUICKSILVER, English,	,,	195.00 a	197.00
,, American	,,	195.00 a	200.00
SPELTER,	,,	7.20 a	7.50

PRODUCE.

COTTON, Shanghai	per picul	14.00 a	14.20
,, Ningpo,	,,	15.00 a	15.50
,, Tientsin,	,,	14.60 a	15.00
,, Shantung,	,,	15.00 a	15.20
,, Bengal,	,,	11.00 a	14.50
ALUM,	,,	1.70 a	1.85
SAPANWOOD, Japan white,	,,	3.90 a	4.10
,, Black,	,,	3.80 a	3.50
RICE, Bengal, Cargo No. 1	,,	2.45 a	2.50
,, ,, 2	,,	2.20 a	2.25
,, Siam, white,	,,	1.85 a	1.90
,, ,, mill cleaned,	,,	1.75 a	1.80
,, Manila,	,,	2.35 a	2.40
,, Singapore,	,,	2.20 a	2.25
,, Saigon,	,,	1.70 a	1.72
,, Arracan,	,,	2.10 a	2.15
,, Rangoon,	,,	2.35 a	2.40
SALTPETRE,	,,	5.75 a	6.50
COALS, AFLOAT,	per ton.		
,, English steam,	,,	14.50 a	—
,, American Anthracite,	,,	13.50 a	—
,, Sydney,	,,	10.00 a	—
WINDOW GLASS	per box.	3.70 a	3.60
STRAITS PRODUCE, &c.,			
RATTANS, Straits,	per pcl.	5.80 a	6.00
,, Banjar,	,,	4.50 a	4.80
PEPPER White,	,,	18.00 a	18.50
,, Black,	,,	12.00 a	12.10
BETEL NUT,	,,	2.50 a	4.25
SANDAL WOOD Malabar,	,,	3.75 a	4.00
,, South Seas,	,,	17.50 a	19.00
SAPAN WOOD, Manila,	,,	1.80 a	2.20
,, Siam,	,,	2.50 a	2.75
FLOUR, California, per sack of 50 lbs		1.20 a	1.35
,, American, per barrel of 200 lbs		6.50 a	6.65
WHEAT, Tientsin,	per pcl.	1.80 a	1.95
,, California,	,,	2.25 a	2.30
SUGAR, Canton white, 1 a 3	,,	6.00 a	6.50
,, ,, Dk. Brown,	,,	3.60 a	3.70
,, West Coast, Dk. Brown,	,,	3.20 a	3.30
,, Manila, Dry White,	,,	[illegible]	[illegible]
,, ,, Dk. Brown,	,,	3.75 a	3.90
CAMPHOR, packed,	,,	14.00 a	14.50
PEAS, White,	,,	1.80 a	1.85
,, Green,	,,	1.70 a	2.25
,, Black,	,,	1.70 a	1.83
,, Yellow,	,,	1.70 a	1.72
MUSHROOMS,	,,	55.00 a	60.00
SEAWEED, Green,	,,	1.50 a	1.60
,, Cut,	,,	2.80 a	3.90
MUSSELS, Dry Siam large,	,,	12.00 a	12.50
,, ,, middle,	,,	8.25 a	8.80
,, Dried. ,, small	,,	5.20 a	5.75
VERMICELLI, Tientsin	,,	6.00 a	6.75
BEES WAX, Japan,	,,	11.00 a	12.50
,, Hankow,	,,	73.80 a	74.00

SHIPPING IN THE CANTON WATERS.

Vessels.	Captains.	Flag & Rig.	Tons.	Consignees.	Destination.
		HONGKONG.			
		STEAMERS.			
Alaska	Van Sire	Amr. str		P. M. S. S. Co	Yokohama, &c.
Amazone	Champenois	Fren. str	1907	Messageries Maritimes	Shanghai
Atalanta	G. Petersen	Ger. str	702	Siemssen & Co	Shanghai
Fame	Vicary	Brit. str	116	H. K. & W. Dk. Co	*Tug Plying*
Feiwan	Benning	Brit. str		A. Heard & Co., Agents	
Hailoong	Abbott	Brit. str	277	D. Lapraik & Co	Swatow, &c.
Hanyang ‡	Bell	Brit. str	290	Master	
Hindostan	Miller	Brit. str	991	D. Sassoon, Sons & Co	Singapore, &c.
Kinshan ‡	Cary	Brit. str	1050	A. Heard & Co., Agents	
Kin-Kiang ‡	Benning	Brit. str	1061	A. Heard & Co., Agents	
Lennor	Echanique	Span. str	393	D. Lapraik & Co	Amoy
Little Orphan		Brit. str	40	H. K. & W'poa Dock Co	
Menzaleh	Pasqualini	Fr. str	1008	Messageries Maritimes	Yokohama
Norna	Koch	Brit. str	608	Kwok Acheong	
Pawtuxet	E. Smith	Amr. str	280	Aug. Heard & Co	Macao
Powan	A. H. Benning	Brit. str	1890	A. Heard & Co., Agents	*Laid up*
Poyang §	Carroll	Brit. str	821	A. Heard & Co., Agents	
Seagull	S. L. Ridge	Brit. str	1564	Jardine, Matheson & Co	Singapore, &c.
Sir J. Jeejeebhoy		Brit. str	101	Kwok Acheong	
Somerset	H. M. Morris	Brit. str	654	Gibb, Livingston & Co	Singapore, &c.
Visayas	D. de Tremoya	Span. str	214	H. Kiser	
White Cloud ‡	Benning	Brit. str	380	A. Heard & Co., Agents	
Yangtsze	Corner	Brit. str	782	Siemssen & Co	
Yot-sai		Brit. str	180	Kwok Acheong	
Yuen-tze-fee	W. H. Harvey	Brit. str	315	D. Lapraik & Co	Manila
		‡ *Running between Hongkong and Canton.*			
		§ *Running between Macao and Hongkong.*			
		SAILING VESSELS.			
Advance	Thompson	Siam. bk	336	Chinese	
Amanda	T. Harms	Ger. sch	190	Bourjau & Co	
Amoy	F. T. Voigt	Siam. bk	262	Chinese	
Ardent	R. Clasper	Brit. bk	358	De Mello & Co	
Argonaut	Cameron	Brit. sh	1171	A. MacG. Heaton	Foochow
Asturiana	R. Mendes	Span. bk		Lane, Crawford & Co	
Atlantic	Mellin	Brit. sh	1709	P. & O. S. N. Co	
Baltic	Anderson	Ger. bk	318	Arnhold, Karberg & Co	
Beautiful Star	G. Bolton	Brit. sh	560	Vogel, Hagedorn & Co	London
Cecilia	Jose Ribeiro	Port. bk	483	Remedios & Co	*For Sale*
Comet	Bray	Amr. sh	1157	Messageries Maritimes	
Coquette	Lauridsen	Ger. bk	272	Ed. Schellhass & Co	
Courier	B. B. Alston	Brit. bk	386	Thos. Howard & Co	
Diamond City	Schumacher	Siam. bk		Chinese	
Emigrante	L. Castaguino	Peru. sh	946	Wm. Pustau & Co	Callao
Evening Star	L. Bruhn	Siam. bk	414	Chinese	
Falcon	R. Shields	Brit. bk	735	Wm. Pustau & Co	
Gazelle	T. F. Holler	Ger. bg	198	Bourjau & Co	
Georgina	J. Rommey	Brit. bk	316	Order	
Highlander	Willcomb	Amr. sh	1352	Aug. Heard & Co	San Francisco
Hongkong	Freudenberg	Siam sh	636	Chinese	
Imogen	Hughes	Brit. bk	363	Thomas Howard & Co	
Irene	Behrens	Ger. sch	263	Carlowitz & Co	Hamburg
Kim-yung-tye		Siam. lug	229	Chinese	
Lathley Rich	Mitchell	Amr. sh	1327	Russell & Co	San Francisco
Lizzie H.	Babson	Amr. bk	896	Siemssen & Co	
Louisa	Soltierloh	Ger. sch	246	Ed. Schellhass & Co	
Lotus	Dethleffsen	Siam. sch	552	Chinese	
Maria y Vicente	Santawloma	Span. bk	384	Remedios & Co	
Meteor	O. T. Petterson	Siam. bk	305	Chinese	
Mindanao	O. Smith	Brit. sh	428	Rozario & Co	
Morning Light	Chaston	Brit. sh	1377	Vogel, Hagedorn & Co	San Francisco
Omega	C. Bruce	Brit. bk	480	Aug. Heard & Co	New Yord
Onward	Stimson	Brit. sh	606	Rozario & Co	
Orange Grove	Hildebrandt	Brit. bk	385	Rozario & Co	Melbourne
Princess Seraphi	W. Manchau	Siam bk	454	Chinese	
Rifleman	Bishop	Brit. sh	505	Russell & Co	New York
San Juan	A. Urtubiaga	Peru. sh	1406	Vogel, Hagedorn & Co	New York
Seaforth	Bernst	Siam bk	311	Chinese	
Starlight	T. Benedictsen	Siam. bg	239	Chinese	
Tay Watt	F. Sass	Siam. bk	656	Chinese	
Teresa	Barcelo	Span. bk	261	Siemssen & Co	Manila
Titania	England	Brit. sh	979	Gilman & Co	
Union	Echavarria	Span. sch	152	Remedios & Co	Manila
		RECEIVING VESSELS & HULKS.			
Chase	Webster	Pw. Mag.	283	Harbour Master	
Fort William	Purchase	Hulk	1000	P. & O. Co	
John Adam	Stroud	Hulk	318	Water Police	

Vessels.	Captains.	Flag & Rig.	Tons.	Consignees.	Destination.
		WHAMPOA.			
		SAILING VESSELS.			
Bengali	Morton	Brit. bk	415	Chinese	
Dan	Halberg	Swed. bk	246	Carlowitz & Co	Chefoo
Ellen Castle	Ramsey	Brit. bk	331	Bourjau & Co	
Everhard	Horseman	Ger. bk	682	Aug. Heard & Co	New York
Juan F. Pearson	Le Bouef	Brit. bk	526	Vogel, Hagedorn & Co	New York
Melbrek	Pierce	Brit. sh	870	A. MacG. Heaton	London
Norma	Nussbaum	Ger. bk	339	Bourjau & Co	Chefoo
		CANTON.			
August Leffler	Bjoruk	Swed. str	436	F. Degenaer	
Chen-jui	Poynter	H.I.C.M.	g-b.		
Ching-Sing	E. Oboy	H.I.C.M.	g-b.		
Consolation	L. Cormack	Brit. str	761	Chinese	Shanghai
Demerara				Customs Chop	
Ngan-tun	Stewart	H.I.C.M.	g-b.		
Sui-Tsing	James Stewart	H.I.C.M.	g-b.		
Sun-Chee	Clark	H.I.C.M.	g-b.		
Ta-an-lan	Le Bush	H.I.C.M.	cor.		
Tien-Po		H.I.C.M.	g-b.		
		MACAO.			
		In port on 31st August, 1874.			
Callao	A. Vidaurazaga	Peru. sh	1552	Pearce	
Concordia	J. L. da Silva	Port. bk	226	J. E. d'Almeida	
Papa	Bloje	Ger. bk	386	Siemssen & Co	Buenos Ayres
Santa Sancha	M. Nunis, Jun.	Port. bk	311	A. A. de Mello & Co	
Spark		Brit. str		A. Heard & Co., Agents	*Laid up*
		‡ *Running between Canton and Macao.*			
		SWATOW.			
		In port on 21st August, 1874.			
Albert Victor	McLauchlan	Brit. bk	384	E. Vincent & Co	Newchwang
Anna	Linddahl	Swd. sch	245	Dircks & Kruger	Uncertain
Delphin	Lillienthal	Ger. sch	246	Dircks & Kruger	Uncertain
E. von Beaulieu	Schneider	Ger. bk	282	Dircks & Kruger	Uncertain
Juno	Blethen	Am. bk	300	E. Herton	Uncertain
Jurgen Brahn	Wildfang	Ger. sh	720	Dircks & Kruger	Newchwang
Lunalilo	Laurence	Haw. bk	472	E. Herton	Newchwang
Resolution	Conception	Siam. sh	816	Chinese	Uncertain
Witch	Murray	Brit. bk	289	Dircks & Kruger	
		AMOY.			
		In port on 26th August, 1874.			
Adelaide	Vock	Ger. bk	224	H. A. Petersen & Co	
Adeline	Timmsin	Ger. sch	134	Pasedag & Co	
Brami	Roder	Ger. bg	197	H. A. Petersen & Co	
Iris	Schaechtel	Ger. sch	213	Pasedag & Co	
Mikado	Lampfert	Ger. bk	340	Pasedag & Co	
Nyborg	Hempble	Dan. sch	270	H. A. Petersen & Co	
Oceanus	Brorsen	Ger. bg	207	H. A. Petersen & Co	
Rebecka	Kremer	Ger. sch	241	Pasedag & Co	
Tartar	Kaemena	Ger. bk	256	Pasedag & Co	
Velox	Lodberg	Ger. bk	322	Pasedag & Co	
Voni	Nielsen	Nor. bg	195	Boyd & Co	
		FOOCHOW.			
		In port on 26th August, 1874.			
Catherine Marden	Marden	Brit. sch	237	Gibb, Livingston & Co	Sydney
Eliza Shaw	Gaye	Brit. sh	696	Butterfield & Swire	London
Hawkesbury	Sayers	Brit. sh	1120	Gilman & Co	London
Janet	Crombie	Brit. bg	216	Butterfield & Swire	Sydney
Medora	Petrie	Brit. bk	357	Olyphant & Co	New Zealand
Nautilus	Blockey	Brit. bk	248	Silverlock & Co	Adelaide
Taitsing	Richard	Brit. sh	813	Silverlock & Co	New York
Undine	Vowell	Brit. sh	795	Jardine, Matheson & Co	London
Wm. Manson	Payne	Brit. bk	366	Adamson, Bell & Co	Sydney
		SHANGHAI.			
		In port on 30th August, 1874.			
		The names of the numerous steamers, tugs, small craft, and receiving hulks employed on the Yang-tsze are not included in this table.			
Borealis	Beard	Brit. sh	920	Aug. Heard & Co	
Britain's Pride	Ratsey	Brit. bk	179	J. S. Baron	
Charley	Schulze	Brit. bk	357	Nils Moller	
Diamant	Ackermann	Ger. bk	296	Order	
Duke of Abercorn	Dalrymple	Brit. sh		Adamson, Bell & Co	
Foochow	Hookrenter	Siam. bk	360	Choong Seng	
Friendship	Klindt	Siam. bk	480	Chinese	
Hopseng	Ulrich	Siam. bk	379	Chinese	
J. R. Worcester	Cawes	Brit. sh	844	Frazar & Co	New York
Juthia	Garnier	Fren. bk	201	Russell & Co	
Mistletoe	Meyers	Brit. bk	268	Lane, Crawford & Co	
Saint Aubyn	Blonit	Fren. sh	1026	Lane, Crawford & Co	
Siam	Hanssen	Siam. bk	225	Choong Seng	
Wemyss Castle	Shields	Brit. sh	790	Frazar & Co	
Wylo	Brown	Brit. sh	800	Gibb, Livingston & Co	
		YOKOHAMA.			
		In port on 17th August, 1874.			
Benefacture	Hayden	Amr. bk	596	M. Heimann & Co	
Bothwell Castle	Anthony	Brit. sh	592	P. M. S. S. Co	
Cathaya	McGill	Brit. sh	794	E. O. Kirby	
Coulnakyle	Gordon	Brit. sh	579	Wilkin & Robison	
		MANILA.			
		In port on 1st September, 1874.			
Candelaria		Span. bk	407	F. Reyes	
Don Quixote		Amr. sh	1174	Order	
Empire		Amr. sh	1131	Russell & Sturgis	
Hoogly		Amr. sh	1158	Russell & Sturgis	
Kaesa		Brit. bk	328	Russell & Sturgis	
Lissie Iredale		Brit. bk	693	Russell & Sturgis	
Valentine		Fren. bg	337	Russell & Sturgis	
Warrior		Brit. sh	919	Order	
Westminster		Brit. sh	1448	Peele, Hubbell & Co	

H. M. S. SHIPS IN THE CHINA SQUADRON.

Name.	Rig.	Guns.	H.P.	Captain.	Where At.
Avon	doub. sc. gun vs.	4	120	Comr. Powlett	Singapore
Charybdis	Steam Corvette	17	400	Captain T. E. Smith	Singapore
Curlew	doub. sc. gun vl.	3	160	Comdr. E. J. Church	Nagasaki
Dwarf	doub. sc. gun vl.	4	20	Comdr. B. W. Bax	Nagasaki
Elk	doub. sc. gun vl.	4	120	Comdr. J. B. Barnett	Hongkong
Flamer	Hospital	—	—	—	Hongkong
Frolic	double sc. gun vl.	4	100	Comdr. C. E. Buckle	Hakodadi
Growler	doub. sc. gun vl.	4	120	Com. W. Stewart	Amoy
Hart	double sc. gun vs.	4	120	Comdr. T. H. Cope	Singapore
Hornet	double sc. gun vl.	4	120	Comdr. Cameron	Singapore
Iron Duke	doub. sc. iron sh.	14	800	Capt. W. Arthur	Hakodadi
Kestrel	double sc. gun vl.	4	100	Comdr. Theobald	Foochow
Meanee	Military Hospital	—	—	—	Hongkong
Midge	doub. sc. gun vl.	4	120	Comdr. Grant	Hakodadi
Modeste	Steam Corvette	14	350	Capt. M. J. Thomson	Amoy
Mosquito	gun-boat	4	60	Lieut. Comr. Paul	Hankow
Opossum	gun-boat	3	60	—	—
Princess Charlotte	Receiving ship	12	—	Com. J. E. Parish	Hongkong
Ringdove	doub. sc. gun vl.	3	160	Comr. Singleton	Yokohama
Swinger	doub. sc. gun vl.	2	60	Lieut. Comr. Bolitho	Nagasaki
Sylvia	double sc. gun vl.	—	150	Captain St. John	Kobé
Thalia	Steam Corvette	6	400	Capt. H. B. Woollcombe	Yokohama
Thistle	doub. sc. gun vs.	4	120	Comr. F. Stirling	Nagasaki

FOREIGN MEN-OF-WAR IN HARBOUR.

Name.	Nation.	Tons.	Guns.	Captain.
Dang-wee	Ann. gun-boat	250		O'Sullivan
St. Lucia	Spanish cor.			Don Teró Nez

SHIPPING IN THE CHINA WATERS.

Vessel.	Captain.	Flag & Rig.	Tons.	Consignees.	Destination.
		WHAMPOA.			
		STEAMERS.			
Behar	Edmond	Brit. str	1800	P. & O. S. N. Co	
Lintin		Brit. str	60	Kwok Acheong	

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